# 5.0 Environmental Analysis

# 5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term and long-term and cumulative impacts), recommended mitigation measures and unavoidable significant impacts. The EIR analyzes those environmental issue areas, where potentially significant impacts have the potential to occur, as stated in Appendix 15.1, *Initial Study and Notice of Preparation*.

The EIR will examine environmental factors outlined in Appendix G of the *CEQA Guidelines* (Environmental Checklist), as follows:

5.1 Land Use and Relevant Planning
5.2 Aesthetics/Light and Glare
5.3 Traffic and Circulation
5.4 Air Quality
5.5 Noise
5.6 Hazards and Hazardous Materials
5.7 Cultural Resources
5.8 Public Services and Utilities

Each environmental issue is addressed in a separate section of the EIR and is organized into five sections, as follows:

- "Environmental Setting" describes the physical conditions that exist at the present time and that may influence or affect the issue under investigation.

- "Significance Threshold Criteria" provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 – 15387).

  Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. "…An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting." (*CEQA Guidelines* Section 15064[b]). Principally, "…a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (*CEQA Guidelines* Section 15382).

- "Impacts" describes potential environmental changes to the existing physical conditions, which may occur if the proposed project is implemented.

  - The "Level of Significance Before Mitigation" identifies the impact significance level prior to analysis and prior to the imposition of

mitigation measures. Impacts are generally classified as potentially significant impact, less than significant impact or no impact.

- Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented.

  Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

- The "level of significance after mitigation" identifies the impacts that will remain after the application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "unavoidable significant impacts."

❍ "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned and approved future projects producing related or cumulative impacts.

❍ "Mitigation Measures" are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

❍ "Level of Significance After Mitigation" discusses whether the project and the project's contribution to cumulative impacts can be reduced to levels that are considered less than significant.

❍ "Significant Unavoidable Impacts" describes impacts that would be significant, and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." (*CEQA Guidelines* Section 15093[a]).

# 5.1 LAND USE AND RELEVANT PLANNING

The purpose of this section is to identify the existing land use conditions, analyze the compatibility of the proposed project with existing uses, evaluate consistency with relevant planning policies and to recommend mitigation measures which would avoid or lessen the significance of potential impacts. This section identifies on-site and surrounding land use conditions and land use policy requirements set forth by the City. Information in this section is based upon the *City of Long Beach General Plan*, *Central Redevelopment Plan* and *Long Beach Municipal Code* (Zoning Ordinance) and the *Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide Policies*.

## 5.1.1 ENVIRONMENTAL SETTING

The project site is comprised of nine parcels (approximately 2.2 acres) generally located north of Ocean Boulevard, between Atlantic Avenue and Alamitos Avenue. The project site is located at the eastern boundary of downtown Long Beach, within the Central Redevelopment Project Area. The site is currently developed with residential, office, restaurant, retail and parking uses. More specifically, the northwest corner of Ocean Boulevard and Alamitos Avenue is developed with a single-story retail building (Video Choice) and surface parking. West of Video Choice, between Lime Avenue and Broadway Court, is a three-story apartment building, a 2- to 3-story apartment building and two surface parking lots. West of Broadway Court and east of the existing Artaban building (which is not part of the proposed project), is a single-story restaurant (Long Beach Café) and surface parking. North of Bronce Way, between Atlantic Avenue and Broadway Court, is a single-story office building with surface parking between Broadway Court and Lime Avenue. The project site is currently comprised of 20,981 square feet of retail, restaurant and office uses and 63 residential dwelling units.

Surrounding land uses include a hotel (Roadway Inn) and two- and three-story multi-family residential uses to the north, Alamitos Avenue, retail (shell gas station and mini-mart) and multi-family residential uses to the east, Ocean Boulevard and multi-family residential uses (Villa Riviera, International Towers, Long Beach Towers) to the southeast/south and multi-family residential uses (Artaban building), Atlantic Avenue, and retail and office uses (California National Bank building) to the west.

### RELEVANT PLANNING DOCUMENTS

Development in the City is subject to the policies and development guidelines contained within several planning policy documents. A project is considered to have a significant impact on land use and relevant planning, due to inconsistency with planning documents, only if the project is determined to be inconsistent with the *Long Beach General Plan* or *Long Beach Zoning Code*. Relevant planning policy documents related to land uses for the project are described below.

### City of Long Beach General Plan

The City of Long Beach prepared its first *General Plan* in 1958. The 1958 *General Plan* served the City for two decades, and in 1978 a new *General Plan* was

prepared. Since that time, individual elements of the *General Plan* have been revised and updated based on the changing character of the City. Overall, the *General Plan* provides a general, comprehensive and long-range guide for community decision-making. The *City of Long* Beach *General Plan* establishes goals addressing a variety of issues affecting future development of the City. State law requires each *General Plan* to contain seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. The following elements comprise the *City of Long Beach General Plan*.

**LAND USE ELEMENT**

While the *General Plan* elements carry equal weight, the Land Use Element is often perceived as the single-most representative element of the *General Plan*. "The Land Use Element is specifically directed toward prescribing the proper long-range use and development of land in the City." The Land Use Element is comprised of several components that are interrelated and internally consistent, forming a base for future planning decisions:

- *Forecasts Component*. This component presents forecasts for population, housing, persons per dwelling units, employment and retail demand.

- *Urban Design Component*. This component analyzes how the City is structured and the context in which one sees and understand the many parts of the City.

- *Neighborhood Component*. This component contains all the assessments of and recommendations for the City's residential neighborhoods.

- *Activity Center Component*. This component identifies the centers of human activities within the City including business, employment, recreation, arts and cultural events.

- *Traffic Corridors Component*. This component identifies the network of major streets that connect the neighborhoods and activity centers together and provide regional access to and from the City and local access within it.

As part of the last update, an extensive citizen planning effort took place to outline long-range goals and policies for development of the City of Long Beach through the Year 2025. The broad ranging goals guiding the Land Use Element of the *General Plan* include:

- Managed Growth;
- Economic Development;
- Downtown Revitalization;
- New Housing Construction;
- Affordable Housing;
- Neighborhood Emphasis;
- Facilities Maintenance; and
- Functional Transportation.

Each broad ranging goal is further clarified to establish objectives, as detailed in the Land Use Element.

The Land Use Element identifies the future land use pattern and establishes standards for future development within the City. Land uses within the City are categorized by districts, consisting of four main categories: residential land uses; commercial land uses; industrial land uses; and others (open space, institutional uses and port/airport). There are 13 types of Land Use Districts (LUDs) within the City. The LUD that applies to the project site is described below:

- *LUD No. 7 Mixed Use District*. LUD No. 7 allows for a careful blending of different types of land uses to save time and energy in transportation and communications, simplify and shorten transactions of goods and services, vitalize a site and give it more importance in the urban structure of the City. Centers included in LUD No. 7 are regulated by an area-wide planned development plan and ordinance. Land use controls and design and development standards for these areas shall be contained in the planned development plan/ordinance for each area.

The LUD No. 7 district is intended for use in large, vital activity centers, not in strips along major arterials. Possible combinations of land uses intended by this district are employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professionals services; or recreational facilities.

Residential densities in districts where residential uses are permitted will vary by the particular characteristics and needs of the district. Specific densities are named in the planned development ordinance for each district. These densities shall be compatible with residential densities outside the district boundaries, if the two residential areas are adjacent to each other.

**TRANSPORTATION**

The Transportation Element defines the City's overall transportation system. This Element identifies and establishes standards for the design and operation of the City's existing and future roadway system, public transit and bicycle routes. Additionally, the City's Transportation Element discusses existing air transportation and the Port of Long Beach. The Transportation Element identifies goals and objectives to provide guidance and specific action to ensure the continued safe and efficient movement of people and goods within and through the City.

**HOUSING**

The Housing Element is a State-mandated General Plan element that "includes a comprehensive assessment of current and projected housing trends for all economic segments of the community. It embodies policy for providing adequate housing for all economic segments of the community, and includes a five-year action program." (Government Code 65302, et. seq.)

## OPEN SPACE AND RECREATION

The Open Space and Recreation Element provides guidance for the development of park and recreation facilities and programs and for the preservation, management and use of open space lands within the City. This Element addresses current and future needs with recommendations for facility and program improvements.

## CONSERVATION

The Conservation Element focuses on the preservation and conservation of natural resources within the City. This element focuses on natural resources consisting of water, soils, vegetation, wildlife and mineral resources, in addition to scenic, historic and cultural resources.

## PUBLIC SAFETY

The Public Safety Element identifies potential safety hazards and establishes policies to protect life and property from natural and man-made hazards. This Element is designed to identify areas where private and public decisions regarding land use need to be sensitive to hazardous conditions caused by geologic conditions, seismic activity, flood and inundation, fire and/or hazardous materials. It establishes a decision-making framework for City leaders to evaluate land use issues for their safety impact. The Public Safety Element provides recommendations for hazard mitigation and ensures that adequate emergency response can be provided when needed.

## SEISMIC SAFETY

The Seismic Safety Element provides a comprehensive analysis of seismic factors to reduce loss of life, injuries, damage to property and social and economic impacts resulting from earthquakes. The Element serves as a guide for future development to encourage development that is responsive to seismic safety considerations.

## NOISE

The purpose of the Noise Element is to identify ambient noise levels and establish policies and programs designed to minimize the effects of noise on people living and working in Long Beach. Goals and policies related to the control of noise levels and the maintenance of appropriate noise levels are included to limit the noise generated from future projects as well as to abate existing noise problems. The Noise Element also serves as a guideline for compliance with the State's noise standards.

## SCENIC ROUTES

The Scenic Routes Element is an optional element that identifies goals and policies to protect and enhance aesthetic resources within the City. The Scenic Routes Element serves as a comprehensive plan for the development and protection of a system of scenic routes and corridors and identifies scenic assets of historical, cultural, recreational, industrial and aesthetic importance. This Element depicts

scenic routes, which may have merit for inclusion in a designated system and establishes criteria and design standards to protect the scenic corridors.

**AIR QUALITY**

The Air Quality Element is an optional element and consists of an inventory of existing air quality conditions and current rules and regulatory agencies involved in air quality. This Element identifies a series of policies, programs and strategies that encourage fewer vehicle trips, increase opportunities for alternative transportation modes and fuels, and land use patterns that can be efficiently served by a diversified transportation system.

## CITY OF LONG BEACH ZONING CODE

The Zoning Regulations (Title 21) of the *City of Long Beach Municipal Code* (*Municipal Code*) provides the legislative framework to enhance and implement the goals, policies, plans, principles and standards of the *General Plan*. The purpose of the Zoning Regulations is to promote and preserve the public health, safety, comfort, convenience, prosperity and general welfare of the people of Long Beach. Specifically, the Zoning Regulations intend to achieve the following objectives:

- To promote achievement of the proposals of the City *General Plan*;
- To advance the City's position as a regional center of commerce, industry, tourism, recreation and culture;
- To protect residential, commercial, industrial, public and institutional areas from the intrusion of incompatible land uses;
- To provide for desirable, appropriately located living areas in a variety of dwelling types and at a wide range of population densities, with adequate provisions for sunlight, fresh air and usable open space;
- To assure preservation of adequate space for commercial, industrial and other activities necessary for a healthy economy;
- To promote safe, expeditious and efficient movement of people and goods, with a maximum of choice in modes of travel and with adequate provisions for parking, loading and the transfer of modes of travel;
- To achieve excellence of design in all future developments and to preserve the natural beauty of the City's environmental setting;
- To promote the growth and productivity of the City's economy;
- To stabilize expectations regarding future development, thereby providing a basis for rational decisions;

- To provide opportunities for establishments to be located for efficient operation in a mutually beneficial relationship to each other and to shared services;

- To secure equity among individuals in the use of their property;

- To distribute population growth in the City in such a way as to maximize the quality of life enjoyed by all persons who have an interest in Long Beach;

- To guide and encourage the renewal of areas experiencing blight, deterioration and obsolescence, while protecting and preserving the City's cultural heritage; and

- To locate and control land uses so that no noise, vibration, electrical disturbance, smoke, gaseous or particulate matter, odor, glare, heat, radioactivity, biological material, dust, nor hazard is generated, created or emitted from any use so as to be a substantial risk to public health, safety and welfare or to be of such an extent, intensity or duration as to be a nuisance to or adversely affect adjacent properties or uses.

Long Beach is divided into zoning districts, as illustrated on the City of Long Beach Zoning Map (Zoning Map). According to the Zoning Map, the project site is located within the boundaries of the Downtown Planned Development District (PD-30).

According to Chapter 21.37 of the City's Zoning Regulations, the PD districts allow "flexible development plans to be prepared for areas of the City which may benefit from the formal recognition of unique or special land use and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. Purposes of the Planned Development district include permitting a compatible mix of land uses, allowing for planned commercial areas and business parks, and encouraging a variety of housing styles and densities." The intent of the Downtown Planned Development District is to implement several goals and objectives, which include building downtown into a multi-purpose activity center of regional significance, connecting the various "districts" of downtown into a cohesive and functional whole, support efforts aimed at preserving significant historic and cultural places and buildings, providing quality design and materials, supporting population growth anticipated for the downtown and creating safe, attractive and comfortable downtown streetscapes emphasizing a pedestrian focus and quality physical environment.

PD-30 is divided into eight districts: Park, Institutional and Government, Downtown Core, Promenade, Downtown Mixed Use, East Village Mixed Use, West End Residential and East Village Residential. The project site is located within the Downtown Core District.

Park District. This district is comprised of Cesar E. Chavez Park. Development in the park is limited to park/community related structures such as recreation and community buildings. Development should be consistent with the open character of the park.

Institutional and Government District. This district contains major government buildings along with several churches and schools. Development in the districts will vary based on the location of the site within the downtown area.

Downtown Core District. This district is considered the center of downtown and encourages a mix of uses including office, retail, entertainment and high density residential. High-rise and mid-rise developments are permitted in this district.

Promenade District. This district is intended to provide opportunities for a range of entertainment and visitor serving commercial uses. The Promenade shall be preserved as an essential pedestrian link between downtown's commercial districts and the Pike at Queensway Bay development.

Downtown Mixed Use District. This district applies to those areas surrounding the Downtown Core area and major street corridors outside the central core.

East Village Mixed Use District. This district is intended to provide opportunities for continued growth of the East Village Arts District through reuse of existing buildings and new development. The district will contain a mix of moderate-density residential uses, active ground floor storefronts, live/work spaces and art-related uses.

West End Residential District. This district applies to the residential area west of the Downtown Core. This district is intended to provide moderate to high-density housing opportunities for persons working in the downtown area.

East Village Residential District. New development in this district is limited to low to moderate densities.

PD-30 provides development standards for each district including, setbacks, building heights, lot size, required screening, signs, landscaping and parking requirements.

## CITY OF LONG BEACH REDEVELOPMENT PLANNING DOCUMENTS

The project site is part of the Central Long Beach Redevelopment Project. Originally adopted on September 21, 1993, the Central Long Beach Redevelopment Project Area encompasses 2,618 acres of land generally located south of the I-405 freeway, north of downtown, east of the I-710 freeway and west of Redondo Boulevard. The primary objective of the Central Redevelopment Plan is to re-direct and concentrate commercial uses in significant centers and along major arterial corridors, while accommodating residential needs and preserving and rehabilitating existing neighborhoods.

As discussed in Section 3.2, *Background and History*, several strategic planning documents address development activities within downtown and central Long Beach.

### The East Village Arts Guide for Development

*The East Village Arts Guide for Development* (*Guide for Development*), October 1996, identifies comprehensive strategies for the creation of a viable arts district that serves as a distinct activity center and neighborhood in the City of Long Beach. The

*Guide for Development* calls for intensification of the Ocean Boulevard frontage between Atlantic and Alamitos Avenues. The *Guide for Development* recommends the area be redeveloped and intensified, completing the high-density frontage to Alamitos Avenue. Such development could serve as a "landmark" entry to the East Village from the east and Shoreline Drive. The potential closure of Medio Street is also referenced as an option. The *Guide for Development* acknowledges that a variety of uses could be located on the site, but suggests development of a major hotel with supporting restaurants and retail shops.

## Strategy for Development Greater Downtown Long Beach

The *Strategy for Development Greater Downtown Long Beach* (*Strategy for Development*), May 2000, defines a vision for the area, establishes priorities for development and aims to create coherent urban design guidelines for the greater downtown area. The *Strategy for Development* separates the greater downtown area into focused strategy areas. The proposed project site is located within Area 1. The *Strategy for Development* identifies Area 1 as the blocks fronting on Ocean Boulevard. The *Strategy for Development* generally identifies the types of land uses to be developed on specific sites within the area. Although the *Strategy for Development* does not specifically identify land uses for the project site, it states that Area 1 should continue as the City's premier location for corporate headquarter and other large-scale office projects, visitor and convention-oriented hotels, major civic offices and facilities and high-density residential projects.

## Downtown Long Beach Strategic Action Plan

*The Downtown Long Beach Strategic Action Plan* (*Strategic Action Plan*), July 2000, outlines assets and challenges for the downtown, current planning projects and activities, the Downtown Development Concept, an Action Plan and recommended steps towards implementation.

Objectives and actions applicable to the proposed project site, as identified in the *Strategic Action Plan*, include:

- Develop strong linkages to improve connections and access between neighborhoods in downtown;
- Recruit and retain a diversity of retail uses that together create an active and distinct downtown while providing for a range of users' needs, including those of residents, businesses and tourists;
- Create downtown as an attractive place to live, providing for a range of housing types/costs for residents with a wide range of income levels;
- Provide for adequate and convenient parking for all uses and activities in the downtown;
- Establish and maintain downtown as a special and distinct "urban experience"; and

- Create downtown as a place for entertainment and cultural activities, promoting it as an "international destination" and extending uses into evening and weekend hours.

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) REGIONAL PLANS AND POLICIES

In addition to locally adopted plans, ordinances, and regulations, a number of regional plans also influence land use planning in the City of Long Beach. Regional planning agencies such as SCAG recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation and air pollution have resulted in the adoption of regional plans that affect the City of Long Beach and the County of Los Angeles.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, and including 184 cities. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles.

The Federal government mandates SCAG, as the designated MPO, to research and develop plans for transportation, growth management, hazardous waste management and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns. SCAG's responsibility as the region's clearinghouse includes implementation of CEQA. Legislation requires the review of local plans, projects and programs for consistency with regional plans. SCAG has determined through the Notice of Preparation (NOP) process that the proposed project is not regionally significant in accordance with *CEQA Guidelines* 15206.[1] However, the project is located in a Compass 2% Strategy area, where development patterns are encouraged to integrate multiple uses and create viable opportunities for alternative modes of transportation. According to SCAG it appears that the project would achieve many of the goals of the 2% Strategy, as it proposes mixed-use infill in one of the region's significant employment and activity centers.[2]

## SOUTH COAST AIR QUALITY MANAGEMENT PLAN

The South Coast Air Quality Management District (SCAQMD) has prepared multiple AQMPs to accomplish the five-percent annual reduction goal, established by a coordinated effort between the Environmental Protection Agency (EPA) and California Air Resources Board (CARB). The most recent AQMP was published in 2003. The 2003 AQMP was prepared and adopted by the SCAQMD in August 1, 2003. The 2003 AQMP updates the attainment demonstration for the Federal standards for ozone and particulate matter ($PM_{10}$); replaces the 1997 attainment demonstration for the Federal carbon monoxide (CO) standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for

[1] Brian Wallace (Associate Regional Planner), Intergovernmental Review, Southern California Association of Governments, January 9, 2006. Refer to Appendix 15.2, Notice of Preparation Responses.

[2] *Ibid.*

the Federal nitrogen dioxide ($NO_2$) standard that the South Coast Air Basin has met since 1992.

This revision to the AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone State Implementation Plan (SIP) for the South Coast Air Basin for the attainment of the Federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) from all sources, specifically those under the jurisdiction of the CARB and the United States EPA, which account for approximately 80 percent of the ozone precursor emissions in the South Coast Air Basin; refer to Section 5.4, *Air Quality*.

## FEDERAL PLANS AND POLICIES

### Clean Air Act

The Federal Clean Air Act was enacted to protect and enhance air quality and promote the health and welfare of the public. The EPA has established ambient air quality standards for certain criteria pollutants that are generally implemented by State and local agencies; refer to Section 5.4, *Air Quality*.

### Clean Water Act (Section 404)

Section 404(b) of the Federal Clean Water Act was established to preserve water quality, and discourages the alteration or destruction of wetlands. This act requires that the U.S. Army Corps of Engineers (USACE) evaluate the impacts of discharge of dredged or fill materials into any water of the United States. The USACE wetlands policy requires the implementation of mitigation measures for any impacts on designated wetland areas; refer to Section 10.0, *Effects Found Not To Be Significant*.

### National Pollutant Discharge Elimination System (NPDES) Permit Program

The National Pollutant Discharge Elimination System Permit Program (NPDES program) requires industrial and municipal dischargers of water pollutants to obtain permits from the appropriate Regional Water Quality Control Board. Point-source dischargers of pollutants into surface waters are required to obtain an NPDES permit. Other dischargers, such as those affecting groundwater or from nonpoint sources are required to file a Report of Waste Discharge. For specified situations, some permits may be waived and some discharge activities may be handled through enrollment in an existing general permit. The existing NPDES (Phase I) stormwater program requires municipalities serving greater than 100,000 persons to obtain a NPDES stormwater permit for construction projects greater than five acres in size. Proposed NPDES stormwater regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 persons or more and to construction sites that disturb greater than one acre; refer to Section 5.8, *Public Services and Utilities*.

## 5.1.2 SIGNIFICANCE THRESHOLD CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form, which includes questions relating to land use and relevant planning. The criteria presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact relative to land use if it would:

- Physically divide an established community; refer to Section 10.0, *Effects Found Not To Be Significant*;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plans; refer to Section 10.0, *Effects Found Not To Be Significant*.

For the purposes of this impact analysis, a significant impact would occur if implementation of the proposed project would result in inconsistencies or conflicts with the adopted goals and policies of the *City of Long Beach General Plan*, applicable rules and regulations of the *Municipal Code* and/or goals and policies of the Central Redevelopment Plan. Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

## 5.1.3 IMPACTS AND MITIGATION MEASURES

### CONSISTENCY WITH CITY OF LONG BEACH GENERAL PLAN

- **THE PROPOSED PROJECT WOULD BE CONSISTENT WITH THE APPLICABLE GOALS AND POLICIES OF THE CITY OF LONG BEACH GENERAL PLAN.**

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** The *City of Long Beach General Plan* is the primary policy-planning document that guides land uses in the City. Proposed development projects must be consistent with the *General Plan* in order to be approved, and therefore must serve to directly implement the goals, policies and objectives of the *General Plan*. The project site is located within Land Use District (LUD) No. 7 Mixed Use. LUD No. 7 allows for a combination of land uses including employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. The project, as proposed, would be consistent with the land use plan contained in the

*General Plan*, and would not result in a modification to the existing land use designation.

Uses surrounding the project site are located within LUD No. 7. However, uses south of Ocean Boulevard and East of Alamitos Avenue are located within LUD No. 6. LUD No. 6 is identified as a High-Rise Residential District, allowing for high-rise residential uses to complement the broad policy of using the amenities and environmental assets of Long Beach toward maintaining and expanding the City as a regionally significant urban center. Because the proposed project would be consistent with the land use plan, it would be considered compatible with surrounding uses; refer to Section 5.2, *Aesthetics*, Section 5.4, *Air Quality* and Section 5.5, *Noise*, for additional analysis regarding the proposed project's compatibility with surrounding uses.

The *General Plan* contains numerous goals and policies to guide development and uses planned within the City. Refer to Table 5.1-1, *General Plan Element Policy Consistency*, for a detailed analysis of the proposed project's consistency with the goals and policies of the *General Plan*. For the purposes of this consistency analysis, only those goals and policies that are applicable to the proposed project are included in the matrix.

**Table 5.1-1**
**General Plan Element Policy Consistency**

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| **Land Use Element** | |
| **Goals - Managed Growth**: Long Beach accepts the population and economic growth anticipated and intends to guide that growth to have an overall beneficial impact upon the City's quality of life. | Consistent. As indicated in Section 6.0, *Long-Term Implications of the proposed Project*, the potential population, housing and jobs growth associated with the project would be consistent with SCAG's updated projected population and housing forecasts. |
| **Downtown Revitalization:** Long Beach will build its downtown into a multi-purpose activity center of regional significance, emphasizing a quality physical environment, a pedestrian focus, and a wide variety of activities and architectural styles. | Consistent. The project proposes the development of residential and retail/gallery uses within the downtown at a greater intensity than currently exists on the site. Additionally, the project proposes a public paseo and landscaped frontages for civic and pedestrian activity. Development of the proposed project would place residential and retail/gallery uses in proximity to existing transit services and would extend the urbanized character of the downtown to Alamitos Avenue. Development of the site would be subject to the City's discretionary review process including review of development plans to ensure a quality physical environment and architectural styles. |
| **Adequate Water Supply:** Long Beach will continue to take the actions that are necessary to preserve an adequate supply of water for domestic, commercial and industrial purposes. | Consistent. As indicated in Section 5.8, *Public Services and Utilities*, adequate water supply would be available to serve the proposed project. |

## Table 5.1-1 [continued]
## General Plan Element Policy Consistency

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| **Functional Transportation:** Long Beach will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods. | Consistent. The project proposes to place residential and retail/gallery uses in close proximity to existing transit services, providing convenient opportunities for residents and patrons to utilize mass transit. As indicated in Section 5.3, *Traffic and Circulation*, project-related traffic impacts would be less than significant with incorporation of recommended transportation system mitigation measures, with the exception of impacts to two intersections, where proposed mitigation is currently infeasible due to physical constraints or other limitations making expansion of the roadway cross section impractical. The proposed project, therefore, would mitigate traffic system impacts to maintain traffic flow to the maximum extent feasible. Refer to Section 5.3, *Traffic and Circulation*, for a discussion of impacts and mitigation measures related to traffic and transportation facilities. |
| **Arts and Culture Support:** Long Beach recognizes art and culture to be necessary ingredients of a quality living environment, and will create and support the mechanisms through which private individuals and organizations can expand cultural opportunities for all residents. | Consistent. The project is located within the East Village Arts District and proposes a two-story gallery space within the Gateway tower located at the corner of Ocean Boulevard and Alamitos Avenue for art related uses. |
| **Downtown Policies:** Long Beach will build its downtown into a multi-purpose activity center of regional significance, with physical and functional integrity – offering a wide variety of activities which result in an overall environment that is attractive and exciting during both the daylight and evening hours. | Consistent. Refer to Land Use Element Goals - Downtown Revitalization response, above. |
| Long Beach will support efforts aimed at preserving its significant historic and cultural places and buildings, and especially supports the development of cultural and artistic offerings in downtown. | Consistent. As indicated in Section 5.7, *Cultural Resources*, development of the project may cause the destruction, relocation, and/or alteration of potentially historic buildings. Impacts would be less than significant with incorporation of recommended mitigation measures. Additionally, the project proposes to situate the structure nearest to the existing Artaban building at the northernmost property boundary in order to preserve the character and views of the historic Artaban. As previously stated, the project proposes a two-story gallery space within the Gateway Tower located at the corner of Ocean Boulevard and Alamitos Avenue for art related uses. |
| Quality design and materials are of paramount importance in the downtown. Although the City encourages a wide variety of architectural styles, design quality must be demonstrated. Architectural continuity within the downtown shall be achieved through consistency in the quality of design, workmanship and materials utilized. New buildings must respect and complement existing historic and significant structures. | Consistent. Development of the project would be subject to the City's discretionary review process including review of development plans to ensure quality design and architectural styles. Because the project is located within a redevelopment plan area, as part of the site plan review process, the project would be subject to architectural design review by the City of Long Beach Redevelopment Agency Board in accordance with the guidelines established by the Redevelopment Agency Board. Following approval of design development materials for the proposed project by the Redevelopment Agency Board, including a preliminary site plan, preliminary |

**Table 5.1-1 [continued]**
**General Plan Element Policy Consistency**

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| | floor plans, and preliminary elevations, site plan review would be conducted by the site plan review committee or the Planning Commission. The review is limited to a determination of compliance with the applicable development standards for the project (including, but not limited to, unit density, setbacks, building height, usable open space, screening of equipment, floor area ratio, landscaping, lot coverage, signage, and off street parking); coordination of requirements from other city departments; and other requirements as applicable. |
| Long Beach accepts the population growth anticipated in the downtown and supports the development of more park/recreation open space, new quality residential units, added commercial/retail goods and services and additional space for educational facilities required to support a growing downtown population. | Consistent. The project proposes a variety of residential uses (i.e., live/work spaces, townhomes, one to three bedroom apartments and penthouse units) and retail/gallery uses within the downtown area. The project would also provide a variety of park/recreation open space uses in the form of open paseos, roof top gardens and other open spaces. The project would be required to pay park impact fees, which would be used for the development of parkland in the City (refer to Section 5.8, *Public Services and Utilities*). |
| Long Beach will create safe, attractive and comfortable downtown streetscapes emphasizing a pedestrian focus and a quality physical environment. Long Beach will clearly define vehicular and pedestrian roles for each downtown street. Well-defined routes will create a clear linkage pattern between the various activity centers of the downtown proper and the downtown shoreline. In addition the City will implement specific traffic, transit, signage, street tree, landscaping and parking measures for the downtown. | Consistent. The project proposes residential and retail/ gallery uses within the downtown. Development of the site as proposed, would place residential and retail/gallery space in proximity to existing transit services and existing activity centers, such as Shoreline Drive, the Pike, Convention Center, the Promenade and the Civic Center area, allowing for convenient pedestrian access to existing and proposed uses. The project proposes landscaping and pedestrian paths throughout the site, including transforming the relocated Bronce Way alley into a pedestrian path connecting proposed walk-up townhouse units to existing residential uses to the north. The proposed public paseo area would provide pedestrian access from uses to the north to Ocean Boulevard. Development of the site would be subject to the City's discretionary review process including review of development plans to ensure the project adheres to the City's Zoning Regulations, including the provision of landscaping and parking. |
| **Transportation Element** | |
| To improve overall traffic carrying capacity and travel safety, and to reduce traffic conflicts as much as possible | Consistent. As indicated in Section 5.3, *Traffic and Circulation*, implementation of recommended mitigation measures would improve safety and traffic operations within the project area. Project-related traffic impacts would be less than significant with incorporation of recommended transportation system mitigation measures, with the exception of impacts to two intersections, where proposed mitigation is currently infeasible due to physical constraints or other limitations making expansion of the roadway cross section impractical. The proposed project, therefore, would mitigate traffic system impacts to maintain traffic flow to the |

**Table 5.1-1 [continued]**
**General Plan Element Policy Consistency**

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| | maximum extent feasible. Refer to Section 5.3, *Traffic and Circulation*, for a discussion of impacts and mitigation measures related to traffic and transportation facilities. |
| To permit sufficient employment and residential densities along transit routes to encourage transit ridership. | Consistent. Implementation of the proposed project would result in the placement of residential (i.e., live/work spaces, townhomes, one to three bedroom apartments, and penthouse units) and retail uses at a greater intensity than currently exists in proximity to existing transit services. Additionally, the project would be required to construct a bus shelter and the existing transit stop on Ocean Boulevard. |
| To increase the amount and quality of moderate and higher density housing along selected corridors. | Consistent. Refer to response, above. |
| To improve the appearance of the corridors in general, recognizing that these streets provide most travelers through our City with their initial, and perhaps lasting, impression of Long Beach. | Consistent. Development of the proposed project would result in a prominent structure at the corner of Alamitos and Ocean Boulevard, which serves as the eastern entrance to downtown Long Beach. The structure would be setback from Alamitos Avenue and extensive landscaping would be provided along the project's frontage. As stated, any development would be subject to the City's discretionary review process including review of development plans to ensure individual development proposals adhere to the City's Zoning Code, including unit density, setbacks, building height, usable open space, screening of equipment, floor area ratio, landscaping, lot coverage, signage and off street parking. |
| The City of Long Beach is to maintain or improve our current ability to move people and goods to and from activity centers while reinforcing the quality of life in our neighborhoods. | Consistent. As indicated in Section 5.3, *Traffic and Circulation*, implementation of recommended mitigation measures would improve safety and traffic operations within the project area. Project-related traffic impacts would be less than significant with incorporation of recommended transportation system mitigation measures, with the exception of impacts to two intersections, where proposed mitigation is currently infeasible due to physical constraints or other limitations making expansion of the roadway cross section impractical. The proposed project, therefore, would mitigate traffic system impacts to maintain traffic flow to the maximum extent feasible. Refer to Section 5.3, *Traffic and Circulation*, for a discussion of impacts and mitigation measures related to traffic and transportation facilities. |
| **Housing Element** | |
| Policy 1.4 Promote, where appropriate, the revitalization and/or rehabilitation of residential structures which are substandard or have fallen into disrepair. | Consistent. Project implementation would involve the removal of two multiple-family residential structures, resulting in the development of residential uses (i.e., live/work spaces, townhomes, one to three bedroom apartments, and penthouse units) at a greater intensity then currently exists on the site. Development of the project site, as proposed, would extend the existing urbanized character of the downtown to the eastern boundary (Alamitos Avenue). |

**Table 5.1-1 [continued]**
**General Plan Element Policy Consistency**

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| Policy 1.6 Continue to preserve and maintain the City's historical and architecturally significant buildings and neighborhoods by establishing and maintaining historical landmarks and districts. | Consistent. As indicated in Section 5.7, *Cultural Resources*, development of the project may cause the destruction, relocation, and/or alteration of potentially historic buildings, or if certain buildings are preserved, may alter the existing setting, context or atmosphere of these buildings. Implementation of recommended mitigation measures would reduce impacts to a less than significant level. Refer to Section 5.7, *Cultural Resources*, for a discussion of impacts and mitigation measures related to historic and cultural resources. Additionally, the project proposes to situate the structure, nearest to the existing Artaban building, at the northernmost property boundary in order to preserve the character and views of the historic Artaban building. |
| Policy 2.1 Provide adequate sites, zoned at the appropriate densities, to facilitate the housing production and affordability goals set forth in the 1998-2005 Regional Housing Needs Assessment. | Consistent. Implementation of the proposed project would result in 358 residential units including live/work spaces, townhomes, one to three bedroom apartments and penthouse units, consistent with the zoning density. It is anticipated that the proposed housing would be comprised of for-sale units, with the exception of the live/work units, which would remain as rental space. Although the proposed housing would most likely not meet the "affordable housing" criteria, the project would contribute to the City's production goals and would serve existing demand for housing within downtown Long Beach. |
| Policy 2.2 Encourage a balance of rental and homeownership opportunities, including high-quality apartments, townhomes, condominiums and single-family homes. | Consistent. As stated, project implementation would result in 358 residential units, including live/work spaces, townhomes, one to three bedroom apartments, and penthouse units. It is anticipated that the proposed housing would be comprised of for-sale units, with the exception of the live/work units, which would remain as rental space. |
| Policy 2.5 Encourage new residential development along transit corridors, in the downtown, and close to employment, transportation, and activity centers; and encourage infill and mixed-use developments in designated districts. | Consistent. The project site is currently comprised of residential, retail, restaurant, office and parking uses . Implementation of the proposed project would result in a mixed-use high-rise residential/retail development, consistent with the LUD No. 7 designation. Development of the project would place residential and retail/gallery uses in proximity to existing employment, transportation and activity centers within downtown Long Beach. |
| **Open Space and Recreation** | |
| Maintain open space buffers adequate to keep property and lives safe from natural and man-made disasters within the City including: unstable soil areas, known active fault zones, low-lying flood prone lands, airport flight plans and areas of physical and noise contamination. | Consistent. The project would be subject to the City's discretionary review process including review of development plans to ensure individual development proposals are consistent with the requirements of the City's Zoning Regulations. As indicated in Section 10.0, *Effects Found Not to be Significant*, the project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. However, the project would be subject to site-specific geotechnical analysis and would be designed in |

**Table 5.1-1 [continued]**
**General Plan Element Policy Consistency**

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| | compliance with applicable building codes. The project site is not located with flood prone lands or airport flight plans. As indicated in Section 5.5, *Noise*, the project would result in less than significant noise impacts with the exception of short-term construction impacts, which would remain significant with the implementation of mitigation measures. The proposed project, therefore, would mitigate short-term construction noise impacts to the maximum extent feasible. Refer to Section 5.5, *Noise*, for a discussion of impacts and mitigation measures related to noise. |
| Policy 4.10 Require all new developments to provide usable open space tailored to the recreational demands they would otherwise place on public resources. | Consistent. As indicated in Section 5.8, *Public Services and Utilities*, the project includes on-site recreational amenities including a public paseo and passive open space. The project would be required to pay park impact fees, as established by the City, to compensate for the impacts of the proposed project on park and recreational facilities, in order to maintain adequate recreation standards. The inclusion of on-site recreational amenities and payment of the park impact fees would reduce project impacts to below the significance threshold established for recreation and therefore project impacts would be less than significant. |
| **Conservation** | |
| **Water Resource Management Goals:**<br>1. To assure adequate quantity and quality of water to meet the present and future domestic, agricultural and industrial needs of the City | Consistent. As indicated in Section 5.8, *Public Services and Utilities*, adequate water supply would be available to serve the proposed project. |
| **Soils Management Goals:**<br>3. To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion. | Consistent. As indicated in Section 10.0, *Effects Found Not to be Significant*, the project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. However, the project would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. Additionally, implementation of erosion control measures as stated in Chapter 18.95 of the *Municipal Code* and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce potential impacts. |
| **Goals For Other Resources:**<br>1. To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential. | Consistent. As indicated in Section 5.2, *Aesthetics*, the project site is not designated as a scenic vista or within a State scenic highway. As indicated in Section 5.7, *Cultural Resources*, development of the project may cause the destruction, relocation, and/or alteration of potentially historic buildings. With implementation of recommended mitigation measures impacts would be reduced to a less than significant level. Refer to Section 5.7, *Cultural Resources*, for a discussion of impacts and mitigation measures related to historic and cultural resources. |

## Table 5.1-1 [continued]
## General Plan Element Policy Consistency

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| 2. To encourage citizen participation in the identification and preservation of historic and cultural sites. | Consistent. As indicated in Section 5.7, *Cultural Resources*, several groups and individuals active in the Long Beach preservation community were contacted to obtain their input regarding the potential historical significance of the buildings in the project area. These groups and individuals included the Historical Society of Long Beach, Long Beach Heritage, and former Long Beach Preservation Officer, Ruthann Lehrer. |
| **Public Safety** | |
| **Development Goals:**<br>3. Provide an urban environment, which is as safe from all types of hazards as possible. | Consistent. The project is located within an urbanized area of Long Beach. All development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. As indicated in Section 5.6, *Hazards and Hazardous Materials*, implementation of recommended mitigation measures would reduce potential impacts from hazardous materials associated with historic and existing uses to a less than significant level. Additionally, the proposed project would not create a significant hazard to the public or the environment from the routine transport, use, or disposal of hazardous materials. As indicated in Section 5.8, *Public Services and Utilities*, the project would be required to provide emergency access to the site. Consistent with applicable building and fire codes, the proposed structures would be required to design adequate access by fire and emergency service vehicles and equipment. Additionally, the LBPD would review site-specific development plans and provide recommendations for public safety and crime prevention for the project. Also refer to Section 10.0, *Effects Found Not to be Significant*. |
| 5. Use physical planning as a means of achieving greater degrees of protection from safety hazards. | Consistent. Refer to response to Development Goal 3, above. |
| 7. Assure continued safe accessibility to all urban land uses throughout the City. | Consistent. As indicated in Section 5.8, *Public Services and Utilities*, the proposed project would be required to provide emergency access to the site. Consistent with applicable building and fire codes, the proposed structures would be required to design adequate access by fire and emergency service vehicles and equipment. The project proposes relocating the exiting Bronce Way alley northward to the edge of the project site, which would serve as a one-way street. Additionally, Lime Avenue between Medio Street and Ocean Boulevard would be vacated. The project applicant would be required to obtain approval of the vacation from the City Council. Additionally, the City of Long Beach, LBPD and LBFD would review any plans for the relocation, vacation and improvements of streets within the area to ensure the proposed project would not interfere with emergency access or emergency response to the project site, resulting in a less than significant impact. |

**Table 5.1-1 [continued]**
**General Plan Element Policy Consistency**

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| 9. Encourage development that would augment efforts of other safety-related Departments of the City (i.e., design for adequate access for firefighting equipment and police surveillance). | Consistent. Refer to response to Public Safety Development Goal 7, above. |
| 10. Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents and visitors. | Consistent. Refer to response to Public Safety Development Goal 7, above. |
| 11. Critically evaluate proposed public or private actions, which may pose safety hazards to residents or visitors. | Consistent. Refer to response to Public Safety Development Goal 3, above. |
| **Protection Goals:**<br>2. Protect existing land uses from the intrusion of safety hazards. | Consistent. Refer to response to Public Safety Development Goals 3 and 7, above. |
| 3. Reduce public exposure to safety hazards. | Consistent. Refer to response to Public Safety Development Goals 3 and 7, above. |
| 10. Provide the maximum feasible level of public safety protection services. | Consistent. Refer to response to Public Safety Development Goals 3 and 7, above. |
| **Noise** | |
| The City desires to attain a healthier and quieter environment for all its citizens while maintaining a reasonable level of economic progress and development. | Consistent. As indicated in Section 5.5, *Noise*, the project would result in a less than significant impact in regards to long-term stationary and mobile noise sources. Short-term construction noise impacts would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction noise to the maximum extent feasible. Refer to Section 5.5, *Noise*, for a discussion of impacts and mitigation measures related to noise. |
| To protect and preserve both the property rights of owners and the right to quietness of the citizenry at large. | Consistent. The proposed project would not result in significant noise to on- or off-site sensitive receptors during project operation. Short-term construction noise impacts would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction noise to the maximum extent feasible. Refer to Section 5.5, *Noise*, for a discussion of impacts and mitigation measures related to noise. |
| To make the City a quieter, more pleasant place in which to live. | Consistent. Refer to Noise response, above. |
| To diminish the transportation roar that impacts on the population. | Consistent. Impacts to residents in the project vicinity from traffic-related noise would be less than significant with implementation of applicable mitigation measures. Refer to Section 5.5, *Noise*, for a discussion of impacts and mitigation measures related to noise. |
| To respond to demands for a reasonably quiet environment which is compatible with both existing ambient noise levels and continuing building and industrial development. | Consistent. As indicated in Section 5.5, *Noise*, the project would result in a less than significant impact in regards to long-term stationary and mobile noise sources. Short-term construction noise impacts would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction noise to the maximum extent feasible. Refer to Section 5.5, *Noise*, for a discussion of impacts and mitigation measures related to noise. |

## Table 5.1-1 [continued]
## General Plan Element Policy Consistency

| City of Long Beach General Plan Implementing Goals and Policies | Shoreline Gateway Project Consistency Statement |
|---|---|
| The City desires to reduce both noise exposure to the population and noise level outputs generated by the population. | Consistent. As indicated in Section 5.5, Noise, the proposed project would not result in significant noise to on- or off-site sensitive receptors during project operation. |
| Attainment of the lowest possible level of harmful effects of noise on the people by the implementation of information, monitoring and advisory programs. | Consistent. As indicated in Section 5.5, *Noise*, implementation of applicable mitigation measures would reduce noise impacts to the maximum extent feasible. |
| **Seismic Safety** | |
| **Development Goals:**<br>1. Utilize seismic safety considerations as a means of encouraging and enhancing desired land use patterns. | Consistent. As indicated in Section 10.0, *Effects Found Not to be Significant*, the project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. All development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes. |
| 2. Provide an urban environment which is as safe as possible from seismic risk. | Consistent. Refer to response to Seismic Safety, Development Goal 1, above. |
| 3. Use physical planning as a means of achieving greater degrees of protection from seismic safety hazards (Public Safety Development Goal 5) | Consistent. Refer to response to Public Safety Development Goal 5, above. |
| 5. Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents and visitors (Public Safety Development Goal 10). | Consistent. Refer to the response to Public Safety Development Goal 10, above. |
| **Protection Goals:**<br>5. Provide the maximum feasible level of public safety protection services (Public Safety Protection Goal 10). | Consistent. Refer to response to Public Safety Development Goal 10, above. |
| **Air Quality** | |
| Goal 2.0: A diverse and efficient ground transportation system that minimizes air pollutant emissions. | Consistent. As indicated in Section 5.4, *Air Quality*, with implementation of applicable mitigation measures, the proposed project would result in less than significant operational air quality impacts. |
| Goal 5.0: A pattern of land uses that can be efficiently served by a diversified transportation system and that directly and indirectly minimize air pollutants. | Consistent. As indicated in Section 5.4, *Air Quality*, with implementation of applicable mitigation measures, the proposed project would result in less than significant operational air quality impacts. Development of the project would place residential and retail/gallery uses in proximity to existing transit facilities within the downtown. |
| Goal 6.0: Minimize particulate emissions from the construction and operation of roads and buildings, from mobile sources, and from the transportation, handling and storage of materials. | Consistent. As indicated in Section 5.4, *Air Quality*, the proposed project would result in less than significant operational air quality impacts. Construction impacts (for NOx emissions) would be significant even with implementation of applicable mitigation measures. However, such measures would reduce construction air quality impacts to the maximum extent feasible. Refer to Section 5.4, *Air Quality*, for a discussion of impacts and mitigation measures related to air quality. |
| Goal 7.0: Reduce emissions through reduced energy consumption. | Consistent. Development of the project would result in the placement of residential and retail/gallery uses in proximity to transit facilities and activity areas within the downtown. The project would provide opportunities for traffic reduction through encouragement of alternative transportation. |

***Mitigation Measures:*** No mitigation measures are required.

***Level of Significance After Mitigation:*** Not applicable.

## CITY OF LONG BEACH ZONING REGULATIONS

- **THE PROPOSED PROJECT MAY CONFLICT WITH THE STANDARDS AND REQUIREMENTS OF THE CITY OF LONG BEACH ZONING REGULATIONS.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** The project area is zoned Downtown Planned Development District (PD-30). The PD-30 area is divided into eight districts. The project is located within the Downtown Core District. The Downtown Core District is intended for a mix of uses, including office, retail, entertainment and high-density residential uses. Uses permitted within the Downtown Core, include, but are not limited to, the following:

Downtown Core District

- Alcoholic beverage sales – on premise sales;
- Live or Movie Theater (w/100 seats or less);
- Restaurant with Entertainment;
- Basic Retail Sales except as specified by PD-30 Ordinance;
- Basic Personal Services as specified by PD-30 Ordinance;
- Professional Services as specified by PD-30 Ordinance;
- Single-family or Multi-family Residential; and
- Restaurants and Ready-to-Eat Foods without drive-thru lanes.

Additionally, land uses within the Downtown Core District that are subject to an Administrative Use Permit include the following:

- Surface Parking Lot – principal use (limited to interim uses);
- Parking Structure – principal use; and
- Industrial Arts Trade School or Rehabilitation Workshop.

Development of the project site, as proposed, would be consistent with permitted, conditionally permitted or administratively permitted uses as identified for PD-30 mixed use districts. Development of the site would be required to comply with all applicable development standards of PD-30 and the City of Long Beach Zoning Regulations (Title 21 of the *Municipal Code*).

Property development standards including setbacks, building heights and residential densities vary in PD-30 dependent upon the location of the site. The following development standards would be applicable to the project site:

- Maximum Building Height: Unlimited
- Frontage Setbacks:
  - 10 feet (along Alamitos Avenue, Medio Street and Atlantic Avenue)
  - 0 feet required subject to design standards (along Ocean Boulevard)

- Interior Setbacks:
  Commercial and Mixed-Use Districts:
  - Setbacks from an alley: 10 feet from alley centerline
  - Setbacks from an interior property line: 0 feet from commercial buildings, 5 feet from residential buildings
- Minimum Lot Size: 10,000 square feet for any new subdivision of existing parcels.
- Residential Densities: No maximum for buildings over 150 feet in height.

The project proposes three structures of 284, 233 and 124 feet in height, which would comply with the applicable height standard of PD-30 Downtown Core District (no maximum height for buildings over 150 feet). Setbacks would range from 16 feet from the narrowest point to 26 feet at the widest point on Alamitos Avenue, 13 feet from the narrowest point to 47 feet at the widest point on Ocean Boulevard, 10 feet from Medio Street and 11 feet 6 inches from Lime Avenue, consistent with the frontage setback requirements. Setbacks from the existing Artaban building would be 12 feet on the east and 30 feet on the north.

As discussed in Section 5.3, *Traffic and Circulation*, development of the project would be required to comply with all applicable rules and regulations related to parking capacity, including the parking requirements contained in Chapter 21.41, Off-Street Parking and Loading Regulations, of the City's Zoning Regulations. Development of the project, as proposed, would not meet the parking requirements established by the City's Zoning Regulations.

The project applicant would be required to complete a shared parking analysis to determine if the amount of parking proposed is sufficient to accommodate project parking demand. If the shared parking analysis determines that the parking proposed for the project would be sufficient to meet anticipated demand, a Standards Variance approval recommendation would be justified in accordance with the City's Zoning Regulations. However, if the shared parking analysis determines that parking would be insufficient, resulting in a significant impact, the project would be required to meet the applicable parking requirements. Completion of the shared parking analysis and appropriate compliance with the findings of this analysis would reduce impacts to a less than significant level; refer to Section 5.3, *Traffic and Circulation*. Additionally, the project would be required to comply with the Zoning Regulations regarding required screening, signs and landscaping requirements.

In accordance with Zoning Code Section 21.25.503, the Site Plan Review Committee shall consider all applications for Site Plan Review approval. For larger developments such as the proposed project, the Site Plan Review Committee typically refers the project to the Planning Commission for Site Plan Review approval using the procedures established for Planning Commission public hearings.

The Redevelopment Agency would lead the design review process for the proposed project. Pursuant to the Redevelopment Agency's Design Review Guidelines, the Agency may participate in the Site Plan Review process if a project is subject to an Agency agreement or if it is a large project located in a Critical Redevelopment Area. This project would be subject to an Owner Participation Agreement (OPA) with the Redevelopment Agency. The OPA would specify the scope and type of proposed

development, the design of the project, the nature and extent of any Agency assistance, including financial assistance, and any covenants imposed on the continued use of the project site.

The Redevelopment Agency's Design Review process focuses on aesthetic appearance of a project's exterior design. This is done through a five stage design review process, from first concepts to final construction. The five stages are as follows:

- *Stage I: Conceptual Review*. Architectural design review by Agency staff of a project's conceptual design.
- *Stage II: Preliminary Review*. Architectural design review by Agency staff of completed schematic design materials.
- *Stage III: Final Review*. Architectural design review by Agency staff and approval by the Redevelopment Agency Board of the final design.
- *Stage IV: Design Check*. Conducted by Agency staff and the Planning and Building Department staff to verify compliance with approved design, submittal of complete construction documents for approval and issuance of building permits.
- *Stage V: Construction Check*. Verification of compliance with Design Check by Agency staff, including site inspections, prior to issuance of the Certificate of Final Completion and Occupancy.

After completion of the Stage II Preliminary Review by Agency staff, the project applicant would file for Site Plan Review with the Planning and Building Department. For large developments such as the proposed project, the Site Plan Review Committee would assess the Site Plan Review application and prepare its recommendations to the Planning Commission. After the Redevelopment Agency Board conducts the Stage III review, a public hearing would be scheduled for the Planning Commission to consider approval of the Site Plan Review application. While the Redevelopment Agency Board would certify the Shoreline Gateway Environmental Impact Report, the Planning Commission would be charged with the authority to approve the Site Plan Review application and requested entitlements such as Standards Variances for relief from the applicable development standards of the Downtown Planned Development District (PD-30). The Planning Commission may make recommendations to the Redevelopment Agency regarding the aesthetic design of the project.

Compliance with all applicable site development regulations and requirements would ensure that development of the proposed project would not conflict with the land use plans, policies and regulations of the *Long Beach Municipal Code*, resulting in a less than significant impact.

***Mitigation Measures:*** Refer to Mitigation Measure TR-7. No additional mitigation measures are recommended.

***Level of Significance After Mitigation:*** Less than significant impact.

## CITY OF LONG BEACH REDEVELOPMENT PLANNING DOCUMENTS

- **THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE GOALS AND POLICIES OF THE CENTRAL LONG BEACH REDEVELOPMENT PLAN.**

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** As stated, the proposed project is located within the Central Long Beach Redevelopment Project Area. To realize the overall goals of the Central Redevelopment Plan, the City has adopted several strategic plans for the area. The strategic plans establish specific goals, policies and action items to ensure future development within the area is consistent with the Redevelopment Plan. The proposed project's consistency with these goals and policies are discussed below. For purposes of this analysis, only those goals and policies applicable to the proposed project are included.

*The East Village Arts Guide for Development (Guide for Development)*. The *Guide for Development* calls for intensification of the Ocean Boulevard frontage between Atlantic and Alamitos Avenues. Implementation of the proposed project would be consistent with the *Guide for Development*, as the project would involve the intensification of Ocean Boulevard with high-rise residential and retail/gallery uses. The project proposes a Gateway Tower, which would serve as a "landmark" entry into downtown Long Beach. Although the *Guide for Development* suggests the area be developed with a major hotel and supporting restaurants and retail shops, it acknowledges that a variety of uses could be located on the site and that development of the area should be consistent with the needs of the City.

*Strategy for Development Greater Downtown Long Beach* (*Strategy for Development*). The *Strategy for Development* identifies Area 1 as the blocks fronting onto Ocean Boulevard. Although the *Strategy for Development* does not specifically identify land uses for the project site, it states that Area 1 should continue as the City's premier location for corporate headquarters and other large-scale office projects, visitor and convention-oriented hotels, major civic offices and facilities and high-density residential projects. Project implementation would involve the development of high-density residential uses on Ocean Boulevard, consistent with the *Strategy for Development*.

*Downtown Long Beach Strategic Action Plan (Strategic Action Plan)*. The *Strategic Action Plan* identifies objectives and actions for the development of downtown Long Beach. The *Strategic Action Plan* does not recommend specific development of the project site. However, the project would contribute towards several objectives and actions identified in the *Strategic Action Plan*. The proposed project would be consistent with the *Strategic Action Plan*. Project implementation would place residential and retail/gallery uses in proximity to existing employment, transit and other retail opportunities, encouraging activity in the downtown area into the evenings. Proposed residential uses would range in type and size, including live/work spaces, townhomes, one to three bedroom apartment units and penthouse units. Proposed gallery space would extend art-related uses within the East Village

Arts District to Ocean Boulevard. The closure of Medio Street, as proposed, would provide a pedestrian linkage between uses situated north of the project site and Ocean Boulevard. The proposal would involve relocating the existing Bronce Way alley, northward to the edge of the project site, which would serve as a one-way street providing direct access to the proposed townhouse units. The alley would be paved and landscaped, providing pedestrian access between the project site and downtown uses. Additionally, proposed public space, including the landscaped elliptical paseo and forecourt would provide gathering opportunities, extending activity within downtown.

**Impact Conclusion**

Development of the proposed project would be consistent with the goals and policies of the Redevelopment Plan and relevant strategic planning documents. Project implementation would contribute to long-range development goals identified by the City and Redevelopment Agency. In addition to specific land uses and development strategies, the redevelopment documents provide design guidelines and recommendations for development within the downtown. The project would be required to comply with relevant *General Plan* and *Redevelopment Plan* policies, including the guidelines established by the *Guide for Development*, *Strategy for Development*, *and Strategic Action Plan* , reducing potential impacts to a less than significant level.

***Mitigation Measures:*** No mitigation measures are required.

***Level of Significance After Mitigation:*** Not applicable.

## 5.1.4 CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE LAND USE AND PLANNING IMPACTS.**

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** Development of the proposed project would not result in cumulative significant land use impacts as other projects are implemented in the area. Any project proposed within the City must undergo a project review process as appropriate to the size and nature of the project, in order to preclude potential land use compatibility issues and planning policy conflicts. Each project would be analyzed independent of other land uses, as well as within the context of existing and planned developments to ensure that the goals, objectives and policies of the *General Plan* and all other applicable policies and development guidelines are consistently upheld.

***Mitigation Measures:*** No mitigation measures are required.

***Level of Significance After Mitigation:*** Not applicable.

## 5.1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed project would not conflict with the goals and policies of the *City of Long Beach General Plan*, Long Beach Redevelopment planning documents and relevant standards of the City's Zoning Regulations. The project would be required to comply with all parking requirements of the Zoning Regulations unless the shared parking analysis concludes the proposed parking supply would adequately accommodate project demand and a Standards Variance for relief from the parking requirement is approved by the City. As such, impacts related to the proposed project's consistency with applicable plans, policies and regulations would be less than significant. No significant unavoidable impacts would occur.

# 5.2 AESTHETICS/LIGHT AND GLARE

Visual resources information for this section was compiled from photographs and site surveys conducted by RBF Consulting in October 2005. The purpose of this section is to describe the existing aesthetic environment and analyze potential project impacts to the aesthetic character upon project implementation. Consideration of public scenic vistas and views, shade and shadow and impacts to scenic resources, as well as the introduction of new sources of light and glare are addressed in this section. Mitigation measures are recommended to reduce the significance of impacts.

## 5.2.1 ENVIRONMENTAL SETTING

### VISUAL SETTING/CHARACTER

The topography of Long Beach is generally flat with elevations of less than one hundred feet above mean sea level (msl). However, geologic uplifts occur which interrupt the plain and result in prominent folds and hills.[1] The City of Long Beach provides a variety of visual settings ranging from single-family residential neighborhoods, to the highly urbanized areas represented by the downtown, to open space and recreation areas including the beaches, marinas and active ocean areas. Vistas of the Pacific Ocean, Port of Long Beach and oil islands are visible from several vantage points within the City. Additionally, the City of Signal Hill, which is completely surrounded by the City of Long Beach, provides a visual landmark and backdrop for scenic vistas within Long Beach.

### SITE CONDITIONS

RBF Consulting conducted a photographic inventory of the project area to document existing views of the project site and the surrounding area. The photographs and their respective locations are identified on Exhibits 5.2-1a, 5.2-1b, 5.2-1c, 5.2-1d and 5.2-1e, *Site Photographs*.

### VIEWS OF PROJECT SITE

#### Views North onto the Project Site

Currently, street level views to the north from the Villa Riviera, International Tower and Long Beach Tower, located south of the project site, are relatively unobstructed. Views include Video Choice to the east, two apartment buildings, Long Beach Café, surface parking and the side and rear of the Artaban building. Street level views to the northwest (from Villa Riviera) consist of the Video Choice building and surface parking, with partial views of the multi-family apartment buildings and Long Beach Café and a portion of the Artaban building.

[1] City of Long Beach General Plan, Conservation Element, p. 13.


Source: Anderson Pacific LLC.

- Project Site

View 1: Looking at existing uses north of the project site.

View 2: Looking at existing uses north of the project site.

View 3: Looking at existing uses adjacent to the project site.

Exhibit 5.2-1a

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# Site Photographs

View 1: Existing development north/northeast of the project site.


Source: Anderson Pacific LLC.
- Project Site

View 2: Looking west at the project site.

View 3: Looking west at Ocean Boulevard at existing high-rise residential uses south of the project site.

View 4: Looking east at Ocean Boulevard, east of the project site.

Exhibit 5.2-1b

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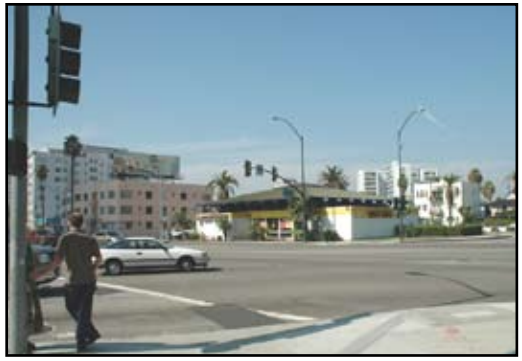
# Site Photographs



View 1: Looking at the project site.


Source: Anderson Pacific LLC.
- Project Site

View 2: Looking west on Ocean Boulevard at the project site and surrounding uses.

View 3: Looking at the western portion of the project site.

View 4: Looking south on Shoreline Drive.

Exhibit 5.2-1c

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# Site Photographs

View 1: Looking west on Ocean Boulevard at the project site and surrounding development.


Source: Anderson Pacific LLC.
- Project Site

View 2: Looking north at Lime Avenue and the project site.

View 3: Looking at the western portion of the project site and adjacent Artaban building.

View 4: Looking at the project site from south of Ocean Boulevard.

Exhibit 5.2-1d

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# Site Photographs

View 1: Looking east at development within the project site.

View 2: Looking southeast from the project site across Ocean Boulevard.

View 3: Looking north on Lime Avenue at uses north of the project site.

View 4: Looking west on Ocean Boulevard at existing high-rise uses located on the south side of Ocean Boulevard.


Source: Anderson Pacific LLC.
- Project Site

View 5: Looking southeast at the project site and Villa Riviera from Medio Street.

Exhibit 5.2-1e

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**Site Photographs**

Traveling north on Shoreline Drive, south of Ocean Boulevard, views of the project site are mostly obstructed by International Tower. Views in this area are dominated by the International Tower and Villa Riviera. Views of the project site, at the Ocean Boulevard/Shoreline Drive intersection, are relatively unobstructed and include Video Choice, the apartment building adjacent to Lime Avenue, the frontage of the adjacent apartment building and Long Beach Café.

### Views East onto the Project Site

The Artaban building obstructs the majority of views from the office/retail uses located west of the project site. The frontage of the office building, located on the northwestern most portion of the project site, is visible from retail uses fronting onto Atlantic Avenue.

Ocean Boulevard, west of Alamitos Avenue is oriented toward the south. At the intersection of Alamitos Avenue/Shoreline Drive, Ocean Boulevard shifts toward the north and continues in an east-west direction. Therefore, traveling east on Ocean Boulevard toward Alamitos Avenue, the line of site is primarily oriented toward the high-rise uses south of Ocean Boulevard and ultimately the Villa Riviera, at the southeast corner of Shoreline Drive and Ocean Boulevard. The orientation of Ocean Boulevard and configuration of the intersection gives a visual impression that Ocean Boulevard terminates at the Villa Riviera. Although portions of the project site are visible along Ocean Boulevard, existing on-site uses do not dominate the viewshed, especially when considering the surrounding uses. Views of the project site, when traveling east on Ocean Boulevard, consist primarily of the apartment buildings and Video Choice.

### Views South onto the Project Site

Street level views from the Roadway Inn, located north of the project site, include the office building and the surface parking area. Views to the south from residential uses, located north of the project site, include the Long Beach Café, apartment complexes, Video Choice and surface parking areas.

Alamitos Avenue, approaching Ocean Boulevard, is oriented toward the southwest. At Medio Street, north of the project site, Alamitos Avenue shifts to the west (toward the project site) and merges with Shoreline Drive at Ocean Boulevard. Traveling south on Alamitos Avenue toward Ocean Boulevard, the project site is not visible until the intersection of Medio Street, as Video Choice comes into view. Approaching Medio Street, views are primarily comprised of residential and retail uses adjacent to Alamitos Avenue and transition to the Villa Riviera, International Tower and Long Beach Tower when approaching Ocean Boulevard.

### Views West onto the Project Site

Views westward from the Shell gas station to the east and the surrounding multi-family uses include the Video Choice surface parking and apartment complexes. The apartment complexes within the project site obstruct views of the westernmost portion of the site.

Ocean Boulevard, east of Alamitos Avenue, is oriented toward the north. At the merger of Alamitos Avenue and Shoreline Drive, Ocean Boulevard shifts toward the south and continues in an east-west direction. Traveling west on Ocean Boulevard toward Alamitos Avenue, the line of site is primarily oriented toward the eastern portion of the project site (Video Choice) with the upper level of the existing apartment building and Artaban building also visible. The orientation of Ocean Boulevard and configuration of the intersection gives a visual impression that Ocean Boulevard terminates in proximity to the Video Choice portion of the project site. Continuing on Ocean Boulevard, through the intersection, the view orients toward the high-rise uses situated south of Ocean Boulevard.

## LIGHT AND GLARE

Lighting affects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors and aircraft landing corridors.

The project area experiences lighting typical of urban areas with development existing north, east, south and west of the project site. Primary sources of light and glare in the area include motor vehicle headlights, streetlights, parking lot and exterior security lighting, lighting of open space, interior building lighting and illuminated signs.

Currently, light and glare are being emitted from existing residential, retail, restaurant, office and parking uses located on the site. Existing sources of light include parking lot lighting, building illumination and security lighting. The location of the site, along Ocean Boulevard and Alamitos Avenue, results in car headlights and street lighting light and glare affects on the project site and in the surrounding area.

## SHADE AND SHADOW

The issue of shade and shadow pertains to the blockage of direct sunlight by on-site buildings, which affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational, churches, schools, outdoor restaurants and pedestrian areas have expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive."

In order to identify the proposed project's potential shadow-related impacts, existing and project-generated morning, noon, afternoon and evening shade patterns were compared for each of the four seasons. Specifically, four dates were used for analysis purposes: the winter and summer solstices (December 21 and June 21), when the sun is at its lowest and highest point, respectively, and the spring and fall equinoxes (March 21 and September 21), when day and night are of approximately equal length. The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months. The following discussion describes the summer/winter solstice and vernal/autumnal equinox phenomenon, local topography and some general assumptions that affect shadow patterns in the project vicinity. Note that the analysis considers shadow effects associated with proposed building massing only; the shadow patterns associated with proposed landscaping are not addressed.

### Summer and Winter Solstice

"Solstice" is defined as either of the two points on the ecliptic that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun's apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23.5° of the arc. At the time of summer solstice, approximately June 21, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. At winter solstice, approximately December 21, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. Measuring shadow lengths for the winter and summer solstices represents the extreme shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year. Shadows are shown for summer and winter solstice, cast from 9:00 AM to 5:00 PM (summer) and to 3:00 PM (winter).

### Vernal and Autumnal Equinox

An equinox is the moment when the sun passes over the equator. The event occurs twice a year, approximately March 21 and September 22. The equinoxes are the two days each year when the middle of the sun is an equal amount of time above and below the horizon for every location on Earth. In the Northern Hemisphere, the March equinox is known as the vernal equinox and the September equinox is the autumnal equinox. In the Southern Hemisphere, the names are reversed. In practice, at the equinox, the day is longer than the night.

The equinoxes can be interpreted as virtual points in the sky. As Earth moves around the sun, the apparent position of the sun relative to the other stars moves in a full circle over the period of a year. This circle is called the ecliptic, and is also the plane of Earth's orbit projected against the whole sky. Other bright planets like Venus, Mars and Saturn also appear to move along the ecliptic, because their orbits are in a similar plane to Earth's. Another virtual circle in the sky is the celestial equator, or the projection of the plane of Earth's equator against the whole sky. Because Earth's axis of rotation is tilted relative to the plane of Earth's orbit around the sun, the celestial equator is inclined to the ecliptic by about 23.5°.

## Existing Shadow Patterns

The following discussion describes existing shadow conditions within the project site on the four dates for which shadow pattern simulations were prepared. The shadow simulations assume sunny conditions, and do not take into account overcast or foggy conditions.

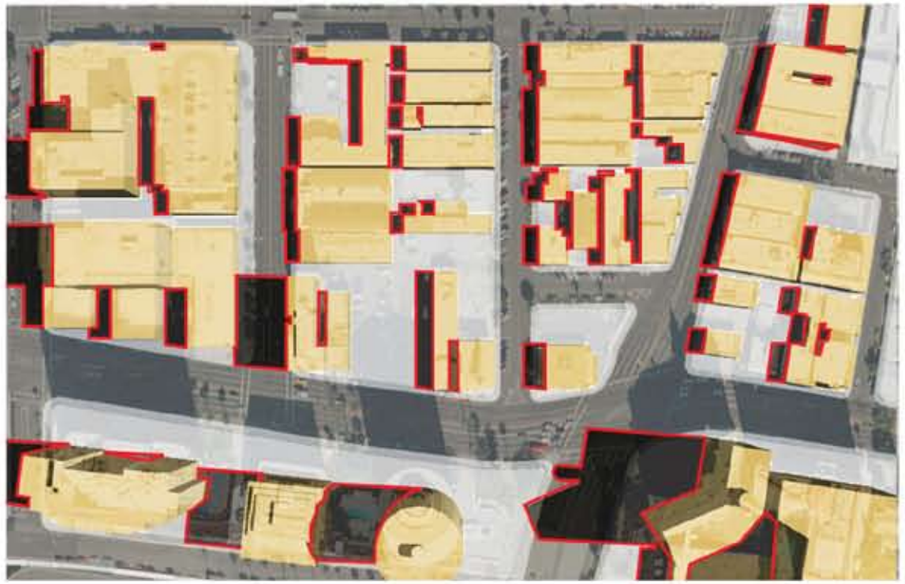
June 21. On June 21, shadows cast by buildings within the project site are limited to the confines of the site during the afternoon (3:00 PM) with a slight amount of spillover onto the southbound travel lanes along Alamitos Avenue. During the morning (9:00 AM) the sun reflects from the east, and the project shadows would extend west of the project site; refer to Exhibit 5.2-2a, *Existing Summer Shadow Patterns*. Shadow coverage of areas surrounding the project site is minimal during the noon hour, and partially masked by sunset[2] during the evening hour (6:00 PM).

December 21. On December 21, the shortest day of the year, shadows are widespread within and around the project site during the morning (9:00 AM) and late afternoon (3:00 PM) hours; refer to Exhibit 5.2-2b, *Existing Winter Shadow Patterns*. At these times, the sun is seen near the horizon and areas without shadows are typically those that are immediately adjacent to open space areas and surface parking lots. During noon on December 21, the sun shines above from a southerly direction. During this time, buildings within the project site cast shadows to the north. The Villa Riviera, International Tower, Long Beach Towers and Harbor Place buildings generate the most prominent shadows on the project site. Note that shadows are not apparent at dusk.[3]

March 21/September 21. Shadows generated by buildings are similar on March 21 and September 21, when the sun shines at a moderate angle at noon. Shadows generated on March 21 in the morning extend to the northwest, compared to morning shadows on September 21, which extend only slightly to the northwest. However, the extent of shadows on these two dates is similar. Morning shadows on these dates generated from buildings within the project site are generally confined to the project site itself; refer to Exhibits 5.2-2c, *Existing Vernal Shadow Patterns* and 5.2-2d, *Existing Autumnal Shadow Patterns*. Shadows produced by buildings within the project site are relatively constrained during the noon hour on March 21 and September 21.

[2] In terms of this analysis, sunset is defined as the point in time at which the sun disappears below the horizon in the west.

[3] For the purposes of this analysis, dusk refers to "civil dusk", which is the time at which the sun is 6° below the horizon in the evening. At this time objects are distinguishable but there is no longer enough light to perform any outdoor activities.



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## Existing Summer Shadow Patterns

**Exhibit 5.2-2a**

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## Existing Winter Shadow Patterns

**Exhibit 5.2-2b**

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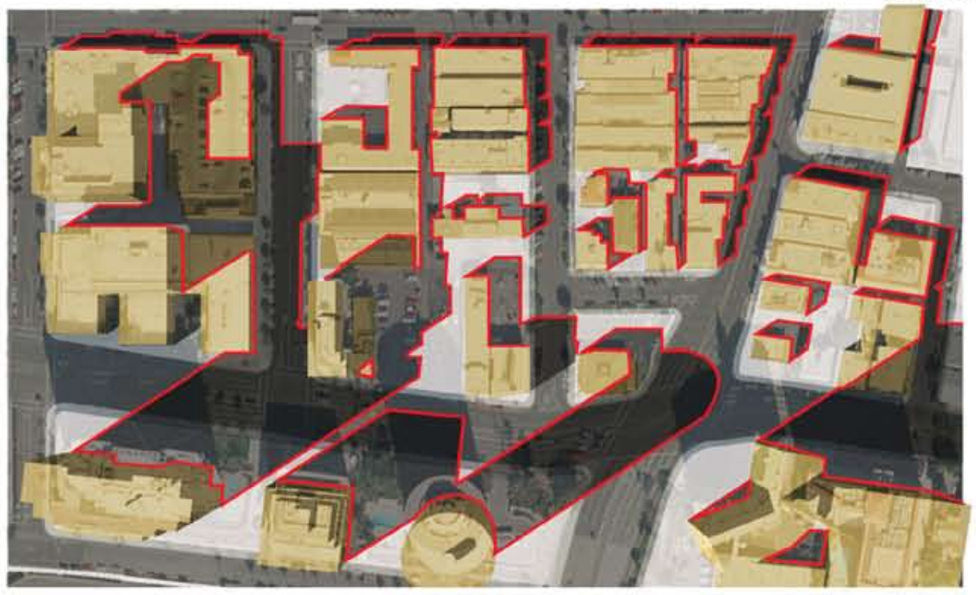

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## Existing Vernal Shadow Patterns

**Exhibit 5.2-2c**

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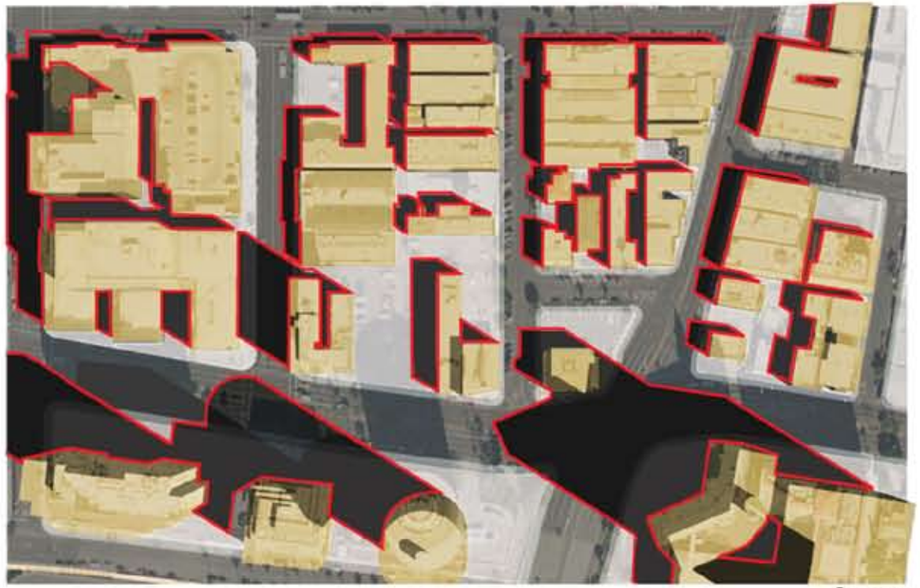

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## Existing Autumnal Shadow Patterns

**Exhibit 5.2-2d**

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## LONG BEACH GENERAL PLAN VISUAL RESOURCE REFERENCES

The *City of Long Beach General Plan* identifies visual resources that exist in the City and provide goals and policies for their protection. City of Long Beach policies pertaining to visual character are contained in the Land Use, Conservation and Scenic Routes Elements of the *General Plan*.

The following goals and policies pertain to visual character and are contained in the Land Use Element:

- Long Beach will build its downtown into a multi-purpose activity center of regional significance, emphasizing a quality physical environment, a pedestrian focus, and a wide variety of activities and architectural styles.

- Quality design and materials are of paramount importance in the downtown. Although the City encourages a wide variety of architectural styles, design quality must be demonstrated. Architectural continuity within the downtown shall be achieved through consistency in the quality of design, workmanship and materials utilized. New buildings must respect and complement existing historic and significant structures.

- Long Beach will create safe, attractive and comfortable downtown streetscapes emphasizing a pedestrian focus and a quality physical environment. Long Beach will clearly define vehicular and pedestrian roles for each downtown street. Well-defined routes will create a clear linkage pattern between the various activity centers of the downtown proper and the downtown shoreline. In addition the City will implement specific traffic, transit, signage, street tree, landscaping and parking measures for the downtown.

The Conservation Element serves as a guideline for promoting policies, standards and programs essential for the economic and environmental well being of the City. This Element is directed towards recognizing natural resources and areas of special interest in Long Beach. The following conservation goals pertain to aesthetic or visual character:

- To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value.

- To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.

The Scenic Routes Element serves as a comprehensive plan for the development and protection of a system of scenic routes and corridors. This Element identifies scenic assets of historical, cultural, recreational, industrial and aesthetic importance; establishes a set of goals and policies; maps routes, which may have merit for inclusion in a designated system; and establishes criteria and design standards to protect the scenic corridors. In addition to restating the goals found in the

Conservation Element, as identified above, this Element also identifies the following goal and policy regarding visual character:

- Preserve and enhance natural and man-made aesthetic resources within and visible from scenic corridors.

- Develop land use regulations and apply standards to control and enhance the quality of new and existing development within the scenic corridors of designated routes.

According to the *General Plan*, there are no designated scenic vistas located within or adjacent to the project site and no officially designated State scenic routes or highways occur near the project site. The proposed project site is located adjacent to Ocean Boulevard, which is locally designated as a recreational, historical-cultural and bicycle scenic route in the Scenic Routes Element.

## CITY OF LONG BEACH ZONING CODE

The project site is located within the Downtown Planned Development District (PD-30). In accordance with Section 21.37.050 of the City's *Zoning Regulations*, development plans approved by the City Council serve as the applicable zoning regulations for a PD zone.

The PD-30 area is divided into eight districts. The project is located within the Downtown Core District. The Downtown Core District is intended for a mix of uses, including office, retail, entertainment and high density residential. The location of the project site serves as an entrance to the East Village Arts District and the eastern edge of downtown. Mid-rise and high-rise developments are permitted in this area. Setbacks, building heights, required screening, signs and landscaping requirements are identified for each PD-30 district.

The development standards applicable to the project site are outlined below:

- Frontage Setbacks – Ocean Boulevard is identified as having a 0-foot setback required subject to design standards. The purpose of these standards is to provide an urban downtown environment with the best possible streetscape for pedestrians. One of the primary purposes of the standards is to avoid the construction of large expanses of blank wall adjacent to sidewalks and street frontages. Alamitos Avenue, Atlantic Avenue and Medio Street are identified as having a 10-foot setback.

- Interior Setbacks – Setbacks from an alley are required to be 10 feet from an alley centerline. Setbacks from an interior property line are required to be zero feet for commercial buildings and five feet for residential buildings.

- Building Heights – The project site is located within an unlimited height district of PD-30. High-rise developments are subject to additional development standards.

- Required Screening – Rooftop equipment, utility meters and site equipment, trash receptacles and loading areas are all required to be screened from public views and/or public rights-of-way.

- Signs – Signs shall comply with the requirements of Chapter 21.44 of the *Zoning Regulations*, which identify standards for the specific type of sign proposed including height, projection, area and location.

- Landscaping Requirements – The project is required to comply with Chapter 21.42 of the *Zoning Regulations*, which provides general and specific landscaping requirements, including areas to be landscaped, types of landscaping and standards for the public right-of-way and parkways.

## LONG BEACH REDEVELOPMENT AGENCY VISUAL RESOURCE REFERENCES

### The East Village Arts Guide for Development

*The East Village Arts District Guide for Development (Guide for Development)*, October 1996, identifies comprehensive strategies for the creation of a viable arts district that serves as a distinct activity center and neighborhood in the City of Long Beach. Generally, specific view and visual image guidelines are not provided. However, generalized design specifications are provided based on the strategy area. The design specifications applicable to the proposed project are consistent with the guidelines identified in the *Strategy for Development Greater Downtown Long Beach* and *Strategic Guide for Development for the Central Study Area*, outlined below.

### Strategy for Development Greater Downtown Long Beach

The *Strategy for Development Greater Downtown Long Beach (Strategy for Development)*, May 2000, separates the Greater Downtown area into focused strategy areas. Area 1, which includes the project site, is comprised of the blocks fronting onto Ocean Boulevard, from the Los Angeles River to Alamitos Avenue. The Agency's strategy for Area 1 is for it to "continue as the City's premier location for corporate headquarters and other large-scale office projects, visitor and convention-oriented hotels, major civic offices and facilities, and high-density residential projects." The project site and surrounding area are generally identified as potential sites for development along Ocean Boulevard in the East Village area.

Features of the strategy applicable to the project site include preservation of views and visual image. The *Strategy for Development* provides the following in regards to views and visual image:

*Views*

*Since most new development in Area 1 must occur south of Ocean Boulevard, care should be taken to preserve the most important bay views from north of Ocean Boulevard, particularly those from pedestrian level along primary north-south streets. Tall buildings in Area 1 should be slender, should align with the downtown street grid and should not be placed in street*

*view corridors, thus maintaining an openness in the Greater Downtown with bay views of the waterfront.*

*Visual Image*

*Existing new buildings vary in quality and many are quite distinct in their architectural style. Historic buildings should be saved to the maximum extent possible, and integrated into new projects. Design review of new development should not only encourage quality in individual buildings; it should also create a harmonious composition for Area 1.*

The *Strategy for Development* establishes design guidelines for all new construction and renovation occurring within the areas covered by the Strategy. These guidelines are general and are reviewed based on the Redevelopment Agency's design review procedures, which include conceptual review, preliminary review, final review, design check and construction check.

The *Strategy for Development* provides the following guidelines in regards to views and visual image:

- Composition. Each building over 3 stories in height should have a clearly defined base. Each building over 10 stories in height should have a clearly defined base, middle and top; the middle portion should comprise at least half the building's height.

- Tower Form. Towers should preserve and enhance the image of Long Beach as a bright, airy coastal city. They should be slender and should be spaced and aligned to preserve sun and sky exposure and views to the bay.

    - Alignment. The major façade planes of towers north of Seaside Way should align with the downtown grid.

    - Bulk. The portions of buildings over 40 feet in height should have diagonal dimension of no greater than 200 feet. Bulk should be further de-emphasized by using changes in surface plane and other architectural means.

    - Placement. Towers should be designed and placed so that no more than 50 percent of the opposite sidewalk is in shadow during the hours of 10 am to 2 pm, from March 1st to October 1st.

- Height. The shape of the Long Beach skyline should reinforce the importance of Ocean Boulevard as the premier location for corporate headquarters or other signature buildings.

- Context. Where new buildings are built adjacent to existing buildings, they should employ architectural devises that provide a graceful transition from old to new.

- Façade. Style, details and materials should be consistent of all building facades. Facades should incorporate three-dimensional elements which break up large surfaces, and create a visual play of light and shadow. While neighboring facades should be compatible in design, they need not be uniform.

- Roofscape. All rooftop equipment should be enclosed and concealed; and the various rooftop components should be designed as an integral part of the project. On garage roofs, planting, paving, painting and shade structures should be utilized to improve their visual quality.

- Materials and Colors. The use of colors and materials should relate directly to the form and composition of the façade; surface patterns of colors and/or materials should not be used as an inexpensive substitute for three-dimensional articulation.

    - Materials. Stone, terra cotta, masonry and architectural grade precast concrete should be encouraged for major surfaces. Glazing should be clear or lightly tinted, and nonreflective.

    - Colors. Light to medium values of warm, muted hues should be used on major building surfaces.

- Entrances. Entrances to major projects should be grand, inviting and clearly identifiable. Lobby interiors should be visible and accessible from the street. Entrances directly from the street to individual residential units or clusters of units should be strongly encouraged.

- Utilities and Services. Utilities and service areas should be enclosed, buried or otherwise concealed from view, including views from nearby buildings.

Review and approval of development plans and discretionary permits in the PD-30 area are guided by the following:

- The goals and policies of the *General Plan*;
- The *Redevelopment Plan*;
- The Redevelopment Agency Design Review Process;
- The development and use standards set forth by the Planned Development Ordinance; and
- The procedures, development and use standards set forth in Title 21, *Zoning Regulations* of the *Long Beach Municipal Code*.

## 5.2.2 SIGNIFICANCE THRESHOLD CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form used during preparation of the project Initial Study, which is contained in Appendix 15.1 of this EIR. The Initial Study includes questions relating to aesthetics and visual resources. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

## AESTHETICS/LIGHT AND GLARE

- Have a substantial adverse effect on a scenic vista. Refer to Section 10.0, *Effects Found Not to be Significant*, which concludes that a less than significant impact would occur, as no designated scenic vistas are located within or adjacent to the project site;

- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Refer to Section 10.0, *Effects Found Not to be Significant*, which concludes that a less than significant impact would occur, as no officially designated State scenic routes or highways occur near the project site;

- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

## SHADE AND SHADOW

A project would have a significant impact if it would substantially block sunlight for neighboring buildings. Specifically, a project would have a significant impact if it would:

- Introduce landscape that would now or in the future cast shadow on existing solar heat collectors (in conflict with California Public Resource Code Section 25980-25986);

- Cast a shadow that substantially impairs the functions of a building using passive solar collection, solar collectors for hot water heating, or photovoltaic collectors; and/or

- Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses.

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

# 5.2.3 IMPACTS AND MITIGATION MEASURES

## SHORT-TERM CONSTRUCTION AESTHETIC IMPACTS

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD RESULT IN GRADING AND CONSTRUCTION ACTIVITIES THAT WOULD TEMPORARILY ALTER THE VISUAL CHARACTER OF THE PROJECT SITE AND THE SURROUNDING AREA AND INTRODUCE NEW SOURCES OF LIGHT AND GLARE.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** As described in Section 5.4, *Air Quality* and Section 5.5, *Noise*, construction activities associated with the proposed project would create short-term impacts. Demolition operations, graded surfaces, construction materials, equipment and truck traffic would be visible. Soil would be stockpiled and equipment for grading activities would be staged at various locations within the area. These visual impacts can be considered significant unless mitigated. With implementation of recommended mitigation pertaining to equipment staging areas and the use of screening, impacts would be reduced. Further, construction-related activities are anticipated to be short-term and are not considered significant.

Short-term light and glare impacts associated with construction activities would likely be limited to nighttime lighting for security purposes. Residential uses adjacent to the site may be impacted as a result of nighttime security lighting used during construction activities. Although lighting impacts are considered short-term, mitigation is identified to reduce the significance of the impact.

***Mitigation Measures:***

AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.

AES-2 All construction-related lighting shall include shielding in order to direct lighting down and away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

## LONG-TERM AESTHETIC IMPACTS

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS.**

***Level of Significance Prior to Mitigation:*** Less Than Significant Impact.

***Impact Analysis:*** The visual analysis of an area must consider visual quality and visual sensitivity. The project site's visual quality is generally defined as urbanized with low- to medium-intensity residential, retail, restaurant, office and parking uses. Development of the project site with higher intensity mixed-uses has been anticipated, as the site is designated in the *General Plan* as Mixed Use (LUD No. 7), which allows for employment centers, such as retail, offices and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. Furthermore, the project site is located within an unlimited height district of the PD-30 Downtown Planned Development District.

Implementation of the proposed project would alter the existing visual character of the area, as the project proposes development at a greater intensity than currently exists. As described in Section 3.0, *Project Description*, the project proposes a mixed-use development involving a 22-story residential tower (Gateway Tower) at the northwest corner of Ocean Boulevard and Alamitos Avenue, a 15- to 19-story stepped slab building (Terrace Tower) west of the existing Lime Avenue and Ocean Boulevard intersection and a 10-story building (Courtyard Tower) northeast of the existing Artaban building. The proposed buildings would be situated over a two-story podium of residential, retail and live/work units, resulting in a maximum height of 24-, 21- and 12-stories, respectively, from grade; refer to Exhibit 5.2-3, *Proposed Project Rendering*.

The Gateway Tower would be the most prominent feature, serving as an iconic gateway for the arrival to downtown Long Beach from Shoreline Drive and from the east on Ocean Boulevard. The Gateway Tower would be a mix of an expressed structural frame, skinned in terra cotta tile with infill windows and a curtain wall façade on the Ocean Boulevard frontage. The Terrace Tower would continue the terra cotta frame, but with more transparency on the upper most floors and on the south facing side, complimented with terrace trellises. The Courtyard Tower would be a punched wall façade of terra cotta with generous glazing, but with more of a transitional texture, balanced against the adjacent Artaban building.

The major components of the proposed project would be setback from adjacent roadways and uses. The relocation of Bronce Way, north of the project site, would provide an additional setback between existing residential and hotel uses and the Terrace and Courtyard Towers. Smaller components including live/work units adjacent to Ocean Boulevard and townhouse units adjacent to the Bronce Way alley and Medio Street would provide lower scaled transitional areas for pedestrians adjacent to the project site and residential uses located north of the project site. An open space area with landscaping would be provided on Ocean Boulevard. Landscaping would also be provided along Alamitos Avenue, Medio Street and Bronce Way. A public paseo would provide a pedestrian path linking Ocean Boulevard with existing residential uses north of Medio Street.

## Views North onto the Project Site

Street level views northward from the Villa Riviera, International Tower and Long Beach Towers onto the project site would consist of the Gateway Tower, Terrace Tower and Courtyard Tower with live/work units and retail space fronting the podium.

Source: Altoon + Porter Architects, December 22, 2005.

Exhibit 5.2-3

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## Proposed Project Rendering

The entrance to the public paseo area, situated between the Gateway Tower and Terrace Tower, and landscaped areas fronting the project would be visible. The existing Artaban building, immediately west of the project site would also be visible. Refer to Exhibit 5.2-4, *Ocean Boulevard Elevation*.

Due to the configuration and elevation of Shoreline Drive, views of the project site are relatively obstructed. As Shoreline Drive curves to the north toward Ocean Boulevard, views are primarily comprised of International Tower and the Villa Riviera. Portions of the proposed Gateway Tower would be visible. Views of the project site at the Shoreline Gateway and Ocean Boulevard intersection would consist of the Gateway Tower, Terrace Tower and the live/work and townhouse units fronting Ocean Boulevard; refer to Exhibit 5.2-4.

When compared to the existing condition, views of low-rise retail, restaurant and apartment uses and surface parking lots would be replaced with mid- and high-rise residential towers and a public paseo and landscaping. Street level views to the north from the Villa Riviera, International Tower and Long Beach Tower, located south of the project site, would remain relatively unobstructed, while views from Shoreline Drive would remain relatively obstructed.

## Views East onto the Project Site

The existing Artaban building would partially obstruct views eastward onto the project site. The western portion of the Courtyard Tower, located northeast of the Artaban building, would be visible from uses to the west. The viewshed would include the Terrace Tower and the upper levels of the Gateway Tower. From the Artaban building, views would consist of the garden rooftop of the podium and the Terrace Tower. Views from the Artaban toward Ocean Boulevard would not be obstructed, as the Courtyard Tower would be setback adjacent to Bronce Way.

Similar to existing conditions, traveling east on Ocean Boulevard toward Alamitos Avenue, the line of site is primarily oriented toward the high-rise uses south of Ocean Boulevard and ultimately the Villa Riviera, which is situated at the southeast corner of Shoreline Drive and Ocean Boulevard. From Ocean Boulevard, the existing Artaban Building would partially obstruct views of the project site. Upper levels of the Terrace and Gateway Towers would be visible at a distance. Along Ocean Boulevard, adjacent to the project site, the live/work and townhouse units and the lower levels of the Terrace and Gateway Towers would be visible refer to the eastern view indicated on Exhibit 5.2-5, *Ocean Boulevard Perspective*.

When compared to the existing condition, the Artaban building would continue to obstruct views eastward onto the project site; however, proposed uses within the site would be visible due to the placement and heights of the buildings. Traveling east on Ocean Boulevard adjacent to the project site, views consisting primarily of surface parking, low-rise apartment buildings and Video Choice would be replaced with live/work and townhouse units and the lower levels of the Terrace and Gateway Towers fronting Ocean Boulevard.


Source: Altoon + Porter Architects, December 22, 2005.

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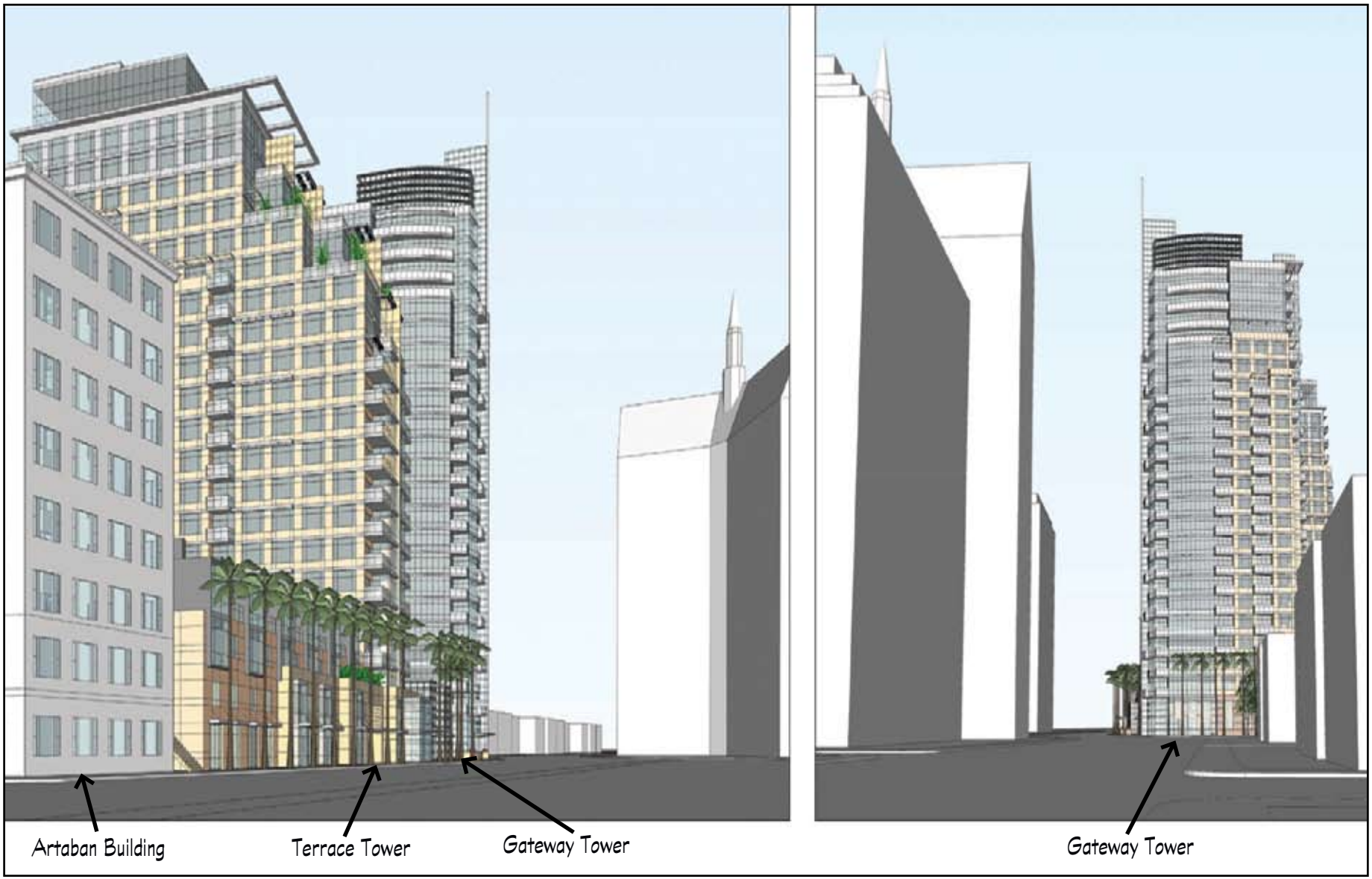
## Ocean Boulevard Elevation

Exhibit 5.2-4




Source: Altoon + Porter Architects, December 22, 2005.

Exhibit 5.2-5

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## Ocean Boulevard Perspective (east and west)

## Views South onto the Project Site

Street level views from the Roadway Inn located north of the project site would consist of the Courtyard Tower situated south of the relocated Bronce Way alley. The upper levels of the existing Artaban building would be visible. Views from existing residents to north of the project site would consist of the Courtyard and Terrace Towers south of the relocated Bronce Way alley and the Gateway Tower south of Medio Street. Due to the proximity of these uses to the project site, primary views from the hotel and residents would consist of the proposed townhouse units fronting Bronce Way and Medio Street and the mid to upper levels of the proposed structures; refer to Exhibit 5.2-6, *Medio Street Elevation*.

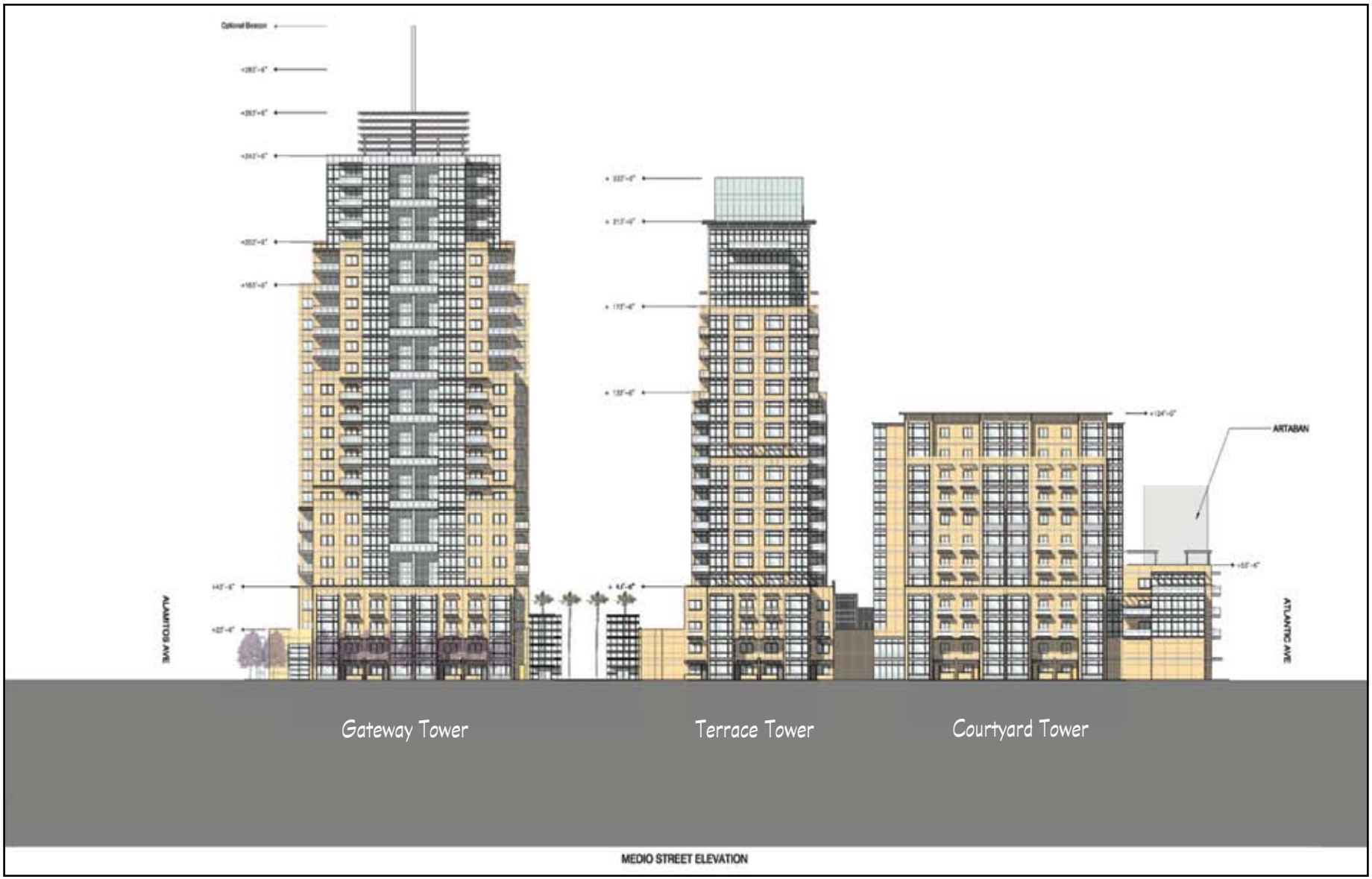
Similar to existing conditions, traveling south on Alamitos Avenue toward Ocean Boulevard, primary views include residential and retail uses adjacent to Alamitos Avenue. However, in addition to the Villa Riviera, the upper levels of the Gateway and Terrace Towers would be visible, which would also block existing views of International Tower. The upper levels of the Gateway and Terrace Towers would become more prominent as a person approaches Ocean Boulevard. Due to the transition of Alamitos Avenue (to the west) at Medio Street, the lower levels of the towers would not be fully visible until reaching the intersection of Alamitos Avenue and Medio Street.

When compared to existing conditions, street level views from the Roadway Inn of the low-rise office building and surface parking area would be replaced with the Bronce Way alley and Courtyard Tower. Views from residents north of the project site of the Long Beach Café, apartment complexes, Video Choice and surface parking areas would be replaced with townhouse units fronting Bronce Way and the Courtyard, Terrace and Gateway Towers. Traveling south on Alamitos Avenue, uses within the project site would be visible at a greater distance due to the heights of the buildings. Adjacent to the project site existing views of Video Choice would be replaced with the Gateway Tower.

## Views West onto the Project Site

Views westward onto the project site from the existing Shell gas station and residential/office uses would primarily consist of the Gateway Tower. The northernmost portion of the Terrace Tower, adjacent to Bronce Way, would be partially visible.

Due to the orientation of Ocean Boulevard and configuration of the intersection, the Gateway Tower would dominate views traveling west on Ocean Boulevard, toward Alamitos Avenue. Upon reaching the intersection, views would include the project site and high-rise uses south of Ocean Boulevard. Implementation of the proposed project would extend high-rise uses to Alamitos Avenue, providing a distinct feeling of entering downtown Long Beach at the Ocean Boulevard and Alamitos Avenue intersection. Continuing on Ocean Boulevard, through the intersection, views would then shift toward downtown Long Beach, with high-rise uses extending along Ocean Boulevard; refer to the western view indicated on Exhibit 5.2-5, *Ocean Boulevard Perspective*.




Source: Altoon + Porter Architects, December 22, 2005.

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# Medio Street Elevation

Exhibit 5.2-6

When compared to existing conditions, views westward of Video Choice surface parking and the apartment complexes would be replaced with the Gateway Tower and a portion of the Terrace Tower. Traveling west on Ocean Boulevard views of Video Choice, the apartment building and Artaban building would be replaced with the Gateway Tower.

**Impact Conclusion**

As discussed in Section 5.1, *Land Use and Relevant Planning*, the proposed project would be consistent with the *General Plan* Land Use designation (LUD No. 7), which calls for higher density residences within the District. The project site is zoned Downtown Planned Development District (PD-30) and is located within the Downtown Core District of PD-30. The Downtown Core District is intended for a mix of uses, including office, retail, entertainment and high-density residential. The project site is located within an unlimited height district of PD-30. Development of the project site at a higher density has been anticipated in the Zoning and General Plan designations for this site and would be compatible with existing development along Ocean Boulevard. The project would relocate Bronce Way, north of the project site, providing an additional setback between existing uses and the proposed project. Townhouse units, compatible with residential uses north of the site, would be located adjacent to Bronce Way and Medio Street, providing a lower scaled transition between existing residential uses and the Terrace, Courtyard and Gateway Towers.

Development of the site would be subject to the City's discretionary review process including review of development plans and discretionary permits. Further, development of the site would be required to comply with all development standards established by the PD-30 Ordinance and the development standards established in Title 21, *Zoning Regulations*, of the *Long Beach Municipal Code* (unless Standards Variance approval is granted by the Planning Commission for relief from an applicable development standard, i.e., on-site parking requirements [refer to Section 5.3, *Traffic and Circulation*]).

The project site is located within the Central Redevelopment Project Area. The *Guide for Development* and *Strategy for Development* identify strategies for development within downtown, including the project site. These documents include recommendations regarding preservation of views and visual image and design guidelines addressing composition, architecture, massing, pedestrian and vehicular circulation.

The *Guide for Development* recommends the area be redeveloped and intensified, completing the high-density frontage to Alamitos Avenue. Further, it acknowledges that development of the site could serve as a "landmark" entry to the East Village from the east and Shoreline Drive. The Gateway Tower would be the most prominent feature, serving as an iconic gateway for the arrival to downtown Long Beach from Shoreline Drive and from the east on Ocean Boulevard. The mass and scale of the tower would provide a distinct impression of entering a highly urbanized area. The base of the structure would be composed of a two-story transparent gallery-like space, suitable for the arts, retail, restaurant or institutional uses. Its transparency would reveal activities occurring within the space.

Development of the project, as proposed, would alter views of and across the project site. The extent of view alteration would vary depending upon the proximity of the viewer to the project site. Views of the project site from the greater downtown area would be altered with project implementation, as buildings within the project site would be visible. However, existing views would not be degraded, as development of high-rise uses would be consistent with the high-rise development that currently exists within the downtown area. Views of the Long Beach skyline from the Pacific Ocean would also be altered as a result of the proposed project; refer to Exhibit 5.2-7a, *Downtown Long Beach Without Proposed Project* and Exhibit 5.2-7b, *Downtown Long Beach With Proposed Project*. The project would in essence complete the high-rise skyline within the downtown area, consistent with existing development on Ocean Boulevard. Development of the skyline with prominent structures would be consistent with the strategies identified for the project site and downtown Long Beach. Thus, the proposed project would not substantially degrade views within the greater downtown area, resulting in a less than significant impact.

View alterations experienced by uses within the blocks generally surrounding the project site would be more substantial due to their proximity to the project site. Street level views southward from uses located within the blocks north of the project site, which currently include views of prominent residential buildings (i.e., Artaban, Villa Riviera, International Tower and Long Beach Towers) and the skyline, would be partially obstructed by the proposed project. In essence, views of towers south of Ocean Boulevard would be replaced or combined with views of towers within the project site. It should be noted that existing views of the ocean within the area are limited and would not be obstructed by the project. Therefore, existing views southward would not be substantially degraded. Street level views northward from uses located south of Ocean Boulevard would be enhanced with the development of new structures including a public paseo and landscaping. Although views of residential and commercial uses north of the project site would be obstructed, this is not considered a significant impact. Street level views eastward from uses located within the blocks west of the project site would not be significantly altered or degraded, as existing uses partially obstruct the project site. Portions of the residential towers would be visible, consistent with high-rise uses in the area. Street level views westward from uses located within the blocks east of the project site would be substantially altered, as high-rise uses would be developed where low-rise uses currently exist. However, development of the project site would be consistent with high rise uses in the surrounding area and would not substantially degrade views, as existing westward views include high-rise uses within downtown.

Although views from uses within the blocks surrounding the project area would not be significantly impacted, there would be view alterations experienced by some uses adjacent to the project site, although these changes would not degrade the surrounding visual character. More specifically, development of the project would place high-rise uses adjacent to existing low-rise residential uses immediately north of the project site and Medio Street. Currently, street level views southward from these residences are relatively unobstructed, extending south of and beyond Ocean Boulevard. The project proposes placing townhouse units adjacent to Medio Street to provide a lower scaled transition from existing residential uses. However, existing views and the general character of the area would be altered, as the single story Video Choice building would be replaced with the 24-story Gateway Tower.

Source: Anderson Pacific, LLC., January 9, 2006.

Exhibit 5.2-7a

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# Downtown Long Beach Without Proposed Project

Source: Anderson Pacific, LLC., January 9, 2006.

Exhibit 5.2-7b

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## Downtown Long Beach With Proposed Project

Views of the project site and surrounding area would be altered along the Ocean Boulevard and Alamitos Avenue corridors, immediately adjacent to the project site. The development would build-out the site with high intensity uses where low intensity buildings from one- to three-stories and surface parking uses currently exist. The project would introduce prominent structures, altering the existing character and viewshed, which is oriented south of Ocean Boulevard. However, as previously stated, development of the project at a higher density has been anticipated in various planning documents for the downtown area (i.e., *General Plan*, Zoning Code, *The Guide for Development* and *Strategy for Development*) and would be compatible with existing development along Ocean Boulevard.

Development of the project would enhance views from within the project site. Street level views would include low-level retail, live/work and townhouse units with landscaping and plaza areas within and adjacent to the project site. The Courtyard Tower would be setback adjacent to Bronce Way to preserve views south of Ocean Boulevard from the existing Artaban building. The Courtyard Tower and Artaban building would overlook the rooftop garden, which would conceal the proposed parking structure. The heights and orientations of the towers would provide expansive views of the surrounding area, including the harbor, from residences within the mid to upper levels of the towers. Low building elements would be situated along Ocean Boulevard to preserve views for residents within the project.

***Mitigation Measures:*** No mitigation measures are necessary since the project would not degrade the visual character of the project site and surrounding area.

***Level of Significance After Mitigation:*** Less Than Significant and not applicable.

## LONG-TERM LIGHT AND GLARE

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** Light pollution (also known as photopollution or luminous pollution) refers to light that people find annoying or harmful. Because not everyone is irritated by the same lighting sources, light pollution has a measure of subjectivity. It is common for one person's light "pollution" to be light that is desirable for another. Light trespass occurs when unwanted light enters one's property, for instance, by shining over a neighbor's fence. A common light trespass problem occurs when a strong light enters the window of one's home from outside, causing problems such as sleep deprivation or the blocking of an evening view.

Glare is the result of excessive contrast between bright and dark areas in the field of view and is primarily a road safety issue, as bright and/or badly shielded lights around roads may partially blind drivers or pedestrians unexpectedly. There are three types of glare: blinding glare which is completely blinding and leaves temporary vision deficiencies; disability glare which describes such effects as being blinded by automobile headlights thus causing a significant reduction in sight capabilities; and

discomfort glare, which does not typically cause a dangerous situation in itself, and is annoying and irritating at best.[4]

The analysis of light conditions associated with the Shoreline Gateway Project consisted of visual observations. The evaluation of nighttime illumination included an assessment of the lighting conditions within the surrounding vicinity, as well as the degree of exposure to light intensities experienced by surrounding land uses. Potential light sources from the proposed project would include low to moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting and landscaping, as well as street lighting and residential lighting. A qualitative analysis of the potential for an increase in ambient light levels and light spillover onto off-site light-sensitive uses was conducted. Nearby sensitive receptors were identified through review of the aerial photographs and during a survey of the area. It should be noted that during nighttime conditions, the project area experiences a significant amount of sky glow. Sky glow is caused by poorly directed lights in an urbanized area being refracted in the surrounding atmosphere. This refraction is strongly related to the wavelength of the light. Rayleigh scattering, which makes the sky appear blue in the daytime, also affects light that comes from the earth into the sky and is then redirected to become sky-glow, seen from the ground.

The project area is highly urbanized and contains numerous sources of light and glare including lighting from the interior of buildings, street lighting, building illumination, signage and security lighting. Development of the proposed project would result in the removal of existing structures and development of new structures at a greater intensity than currently exists. Project implementation would introduce new sources of light, including lighting for activity areas involving nighttime uses, parking, lighting around the structures (security lighting and walkways) and lighting for interior of buildings. Additionally, the proposed parking garage and retail uses may include lighting for entryways and signs. The current palette of building materials includes a terra cotta tile system, applied as a permanent material utilizing prefabricated connections. Natural stone will be utilized at the base of all buildings to add an additional texture to the streetscape experience. The base of the structure would be composed of a two-story transparent gallery-like space. Exterior glass surfaces would consist of clear and transparent glass.

On-site lighting fixtures would typically be recessed fluorescent types for the exterior of residential areas and surface mounted or pendant type fixtures for service, storage and utility areas. Lighting fixtures in the parking garage would be surface mounted fluorescent fixtures. Fluorescent lamps would be the high-efficiency rapid-start type, with all lamps being rated at current energy efficiency standards.

Unless mitigated, light and glare from the proposed project would have the potential to create significant impacts on surrounding residential uses, as well as traffic on local roadways. As stated, the project would be subject to design review by the Planning Commission and the Redevelopment Agency. Therefore, potential light and glare impacts would be minimized through the City's discretionary review process and approval of development proposals. In consideration of the existing

[4] Bob Mizon, *Light Pollution: Responses and Remedies*, 2001.

urban environment and implementation of recommended mitigation measures, the project would not result in significant light and glare impacts to surrounding residences or other sensitive uses, resulting in less than significant impacts.

***Mitigation Measures:***

AES-3 Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Redevelopment Agency and the Planning and Building Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on-site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security.

AES-4 Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Redevelopment Agency and the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.

AES-5 Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

## SHADE AND SHADOW

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE SHADE AND SHADOW EFFECTS ONTO ADJACENT BUILDINGS WITHIN THE PROJECT AREA.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** The project includes the construction of a mixed-use development involving a 24-story Gateway Tower at the northwest corner of Ocean Boulevard and Alamitos Avenue, a 21-story Terrace Tower west of the existing Lime Avenue and Ocean Boulevard intersection and a 12-story Courtyard Tower northeast of the existing Artaban building.

The proposed buildings would cast new shadows on nearby buildings, public streets and sidewalks. As discussed below, project-generated shadows would be cast on portions of Medio Street, Lime Avenue, Malta Way, Atlantic Avenue, Alamitos Avenue and Ocean Boulevard. In addition, the proposed buildings would cast shadows on several neighboring buildings.

The shade/shadow diagrams, which are utilized in the analysis, are composed of a series of three dimensional rendered site plans. The site plan consists of the project massing models, as well as the surrounding context and geography. With the presence of the context, the renderings illustrate the shadow effects of other buildings on the project, as well as the new buildings proposed as part of the project application. The settings of the program were chosen to simulate the most accurate sunlight condition. The orientation of the model was set to represent the orientation of the project site. Dates selected for each season were: summer/winter solstices and the spring/autumn equinoxes. For each of those days the selected time periods were 9:00 AM, 12:00 PM, 3:00 PM and 6:00 PM. The following outlines the anticipated shadow patterns cast by the proposed project elements. The vernal and autumnal shadow patterns are similar in nature, thus the analysis has been grouped together.

June 21. On June 21, shadows cast by buildings within the project site are typically limited to the confines of the site; refer to Exhibit 5.2-8a, *Proposed Summer Shadow Patterns*. Shadow coverage of areas surrounding the project site is minimal during the noon hour, and most prominent during the afternoon and evening hours (3:00 PM and 6:00 PM, respectively). The project would create shadows on Lime Avenue, Medio Street and Alamitos Avenue. Off-site uses that would be impacted by the project include the apartment building at the northeast corner of the Medio Street/Lime Avenue intersection.

December 21. On December 21, shadows are widespread within and around the project site during the morning (9:00 AM) and late afternoon (3:00 PM) hours; refer to Exhibit 5.2-8b, *Proposed Winter Shadow Patterns*. Morning shadows would be present primarily to the northwest of the project site. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion. In the early afternoon (i.e., 3:00 PM) the entire area northwest of the Ocean Boulevard/Alamitos Boulevard intersection is cast over by shadows. During this period, the project would impact the apartment buildings north of Medio Street. Note that shadows are not readily apparent at dusk.

March 21/September 21. Shadows generated by buildings are similar on March 21 and September 21, when the sun shines at a moderate angle at noon. Morning shadows generated during these periods tend to extend to the northwest, while afternoon shadows extend to the northeast. Morning shadows on these dates generated from buildings within the project site extend to the hotel uses north of the project site and across Medio Street, Lime Avenue and Atlantic Avenue; refer to Exhibits 5.2-8c, *Proposed Vernal Shadow Patterns* and 5.2-8d, *Proposed Autumnal Shadow Patterns*. During noon, shadows are cast in a northerly direction, extending

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## Proposed Summer Shadow Patterns

**Exhibit 5.2-8a**

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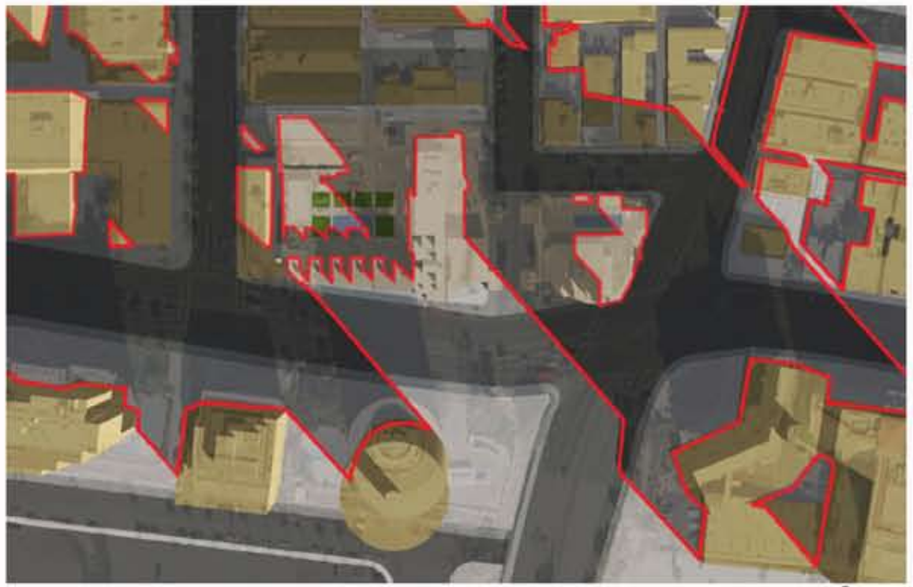

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## Proposed Winter Shadow Patterns

**Exhibit 5.2-8b**

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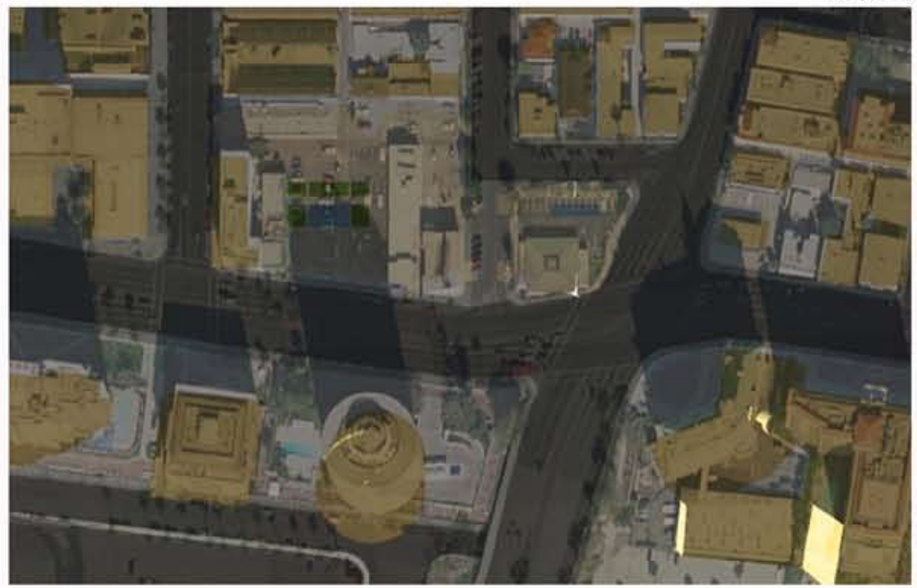
12 p.m.

3 p.m.



6 p.m.

0 100' 200'

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SHORELINE GATEWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

## Proposed Vernal Shadow Patterns

**Exhibit 5.2-8c**

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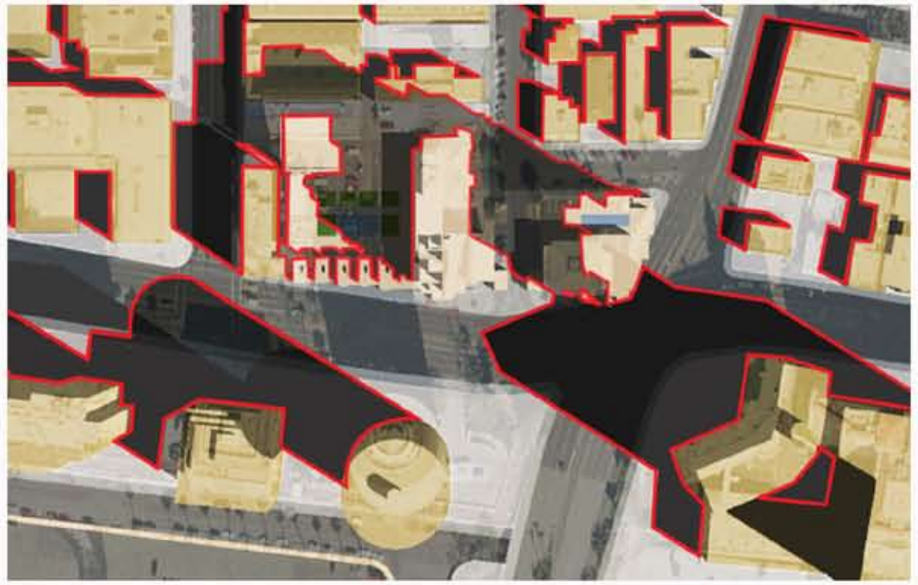

9 a.m.

12 p.m.

3 p.m.

6 p.m.

0 100' 200'

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SHORELINE GATEWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

## Proposed Autumnal Shadow Patterns

**Exhibit 5.2-8d**

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to hotel and residential uses north of Bronce Way alley and Medio Street. In the early afternoon (i.e., 3:00 PM) the area northeast of Lime Avenue and Medio Street and northeast of Alamitos Boulevard is cast over by shadows. During this period, the project would impact the apartment buildings north of Medio Street and east of Alamitos Avenue. Note that shadows are not readily apparent at dusk.

**Impact Conclusion**

As noted within the *Strategy for Development*, new tower forms should be slender in scale and aligned to preserve sun and sky exposure. Page 52 of the *Strategy for Development* indicates that portions of buildings over 40 feet in height should have diagonal dimension of no greater than 200 feet, and the bulk should be de-emphasized by using changes in surface plane and other architectural means. To reduce potential shade/shadow impacts, the towers should be designed and placed so that no more than 50 percent of the opposite sidewalk is in shadow during the hours of 10:00 AM to 2:00 PM, from March 1st to October 1st.

The proposed project would consist of 358 condominium units (i.e., loft, townhouse, studio, terrace apartment, flat and penthouse) in three towers, as well as retail, gallery and civic spaces. The desired effect is to create terraced views of the Pacific Ocean, while allowing the Gateway Tower to be the prominent structure at the southern exposure. The proposed buildings would transition with the neighboring residential communities by fronting the four-story townhouse units along Medio Street and the relocated Bronce Way. Additionally, a four-story residential base would be established on Atlantic Avenue over the parking entrance, and along Ocean Boulevard above the live/work units. By positioning the lower buildings along the project periphery, daylight would be allowed to pass through to the east facing units of the Artaban building. Although the proposed buildings have been designed to minimize the apparent mass and scale along Alamitos Avenue and Ocean Boulevard, the buildings would still significantly shadow the apartment buildings northwest of the project site along Medio Street and Lime Avenue.

Development of the site would not cast any shadow that would substantially impair the function of a building using passive solar heat collection, solar collectors for hot water heating or photovoltaic solar collectors. This was determined from a visual inspection with orthorectified aerial photographs depicting a one-foot/pixel resolution.[5] The review of the aerial photography determined that there are no rooftop solar collectors on the blocks surrounding the project site.

As previously stated, during the summer, the project would create shadows on Lime Avenue, Medio Street and Alamitos Avenue, as well as the apartment building at the northeast corner of the Medio Street/Lime Avenue intersection. During the winter, the entire area northwest of the Ocean Boulevard/Alamitos Boulevard intersection would be cast over by shadows, including the apartment buildings north of Medio Street. During spring and fall, shadows from the project would extend to the hotel uses north of the project site and across Medio Street, Lime Avenue and Atlantic Avenue. Residential uses north of Bronce Way alley and Medio Street and east of

[5] An orthophoto is an aerial photograph that has been rectified such that it is equivalent to a map of the same scale. It is a photographic map that can be used to measure true distances, an accurate representation of the earth's surface.

Alamitos Avenue would also be impacted by project shadows. Due to the scale and orientation of proposed buildings, project implementation would result in significant and unavoidable shade and shadow impacts.

***Mitigation Measures:*** No mitigation measures have been identified that could feasibly reduce the significant shade and shadow impacts referenced to a less than significant level.

***Level of Significance After Mitigation:*** Significant and Unavoidable Impact.

## 5.2.4 CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD RESULT IN SIGNIFICANT CUMULATIVE AESTHETIC, LIGHT OR GLARE IMPACTS.**

***Level of Significance Prior to Mitigation:*** Potentially Significant Impact.

***Impact Analysis:*** The proposed project would introduce a greater intensity of lighting to the area including lighting for activity areas involving nighttime uses, parking, lighting around the structures (security lighting and walkways) and lighting for interior of buildings. Light and glare impacts are considered less than significant with implementation of applicable mitigation measures. Sources of light and glare for cumulative projects would be evaluated on a project-by-project basis. While potential mid- to high-rise structures in the area may cast shadows in their respective locations, this issue is typically localized to each project site. It should also be noted that existing buildings currently generate a majority of the shadows cast on the Shoreline Gateway site.

The aesthetic, light and glare impacts of individual development projects can often be mitigated through careful site design, avoidance of significant visual features, the use of building materials that are consistent with the general character of the area, landscape design and proper lighting techniques to direct light on-site and away from adjacent properties and compliance with the City's *General Plan* and *Municipal Code*. The proposed project, in combination with other related cumulative projects identified in Section 4.0, would contribute to the existing urbanized character of downtown Long Beach by developing vacant and underutilized infill sites within the downtown area. With implementation of recommended mitigation measures, impacts would be less than significant.

***Mitigation Measures:*** Refer to Mitigation Measures AES-1, AES-2, AES-3, AES-4 and AES-5.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

## 5.2.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would transform the visual character of the site by intensifying the density of the land uses on-site, as well as establishing a Gateway entry into the downtown area. The proposed project would be consistent

with the historically acceptable forms of high-rise urban development occurring within downtown Long Beach. However, the increase in building massing and scale would result in enlarged shade/shadow impacts to residential uses located north of Bronce Way alley and Medio Street and east of Alamitos Avenue, to hotel uses north of the project site and to adjacent roadways (i.e., Lime Avenue, Medio Street, Bronce Way Alley, Atlantic Avenue and Alamitos Avenue), thus creating a significant and unavoidable impact.

If the City of Long Beach approves the Shoreline Gateway Project, the City shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.